

Route 259

Updated: December 2005

From Kanab on Route 11 easterly to the Utah-Arizona State line enroute to Glen Canyon Dam
May 14, 1957.

1959 Description:

From Kanab on Route 11 easterly to the Utah-Arizona State line enroute to Glen Canyon Dam.
This route was **approved by the 1963 Legislature**.

Approved by the 1965 Legislature:

*(B)

1967 Legislature:

*(C) 1977 Commission Action (May 20, 1977):

The 1975 description of State route 259 is deleted from the State System and reassigned as a part
of State Route 89.

**(* (A) Scanned) Amendment Commission Approval: Nov. 17, 1978

*(D) 1992 Commission Action (February 14, 1992):

Added to the State Highway System SR-259 from the Junction of SR-24 near the I-70 (Sigurd
Interchange) to the west bound on and off ramps.

1992 Description:

From the Junction of SR-24 northwesterly to the west bound on and off ramps I-70 Sigurd
Interchange.

1993 Legislative Description:

From Route 24 near Sigurd, north to I-70 at the Sigurd Interchange.

1994 Legislature: Description remains the same.

1995 Legislature: Description remains the same.

1996 Legislature: Description remains the same.

1997 Legislature: Description remains the same.

1998 Legislature: Description remains the same.

1999 Legislature: Description remains the same.

Route 259 Cont.

2000 Legislature: Description remains the same.

2001 Legislature: Description remains the same.

2002 Legislature: Description remains the same.

2003 Legislature: Description remains the same.

2004 Legislature: Description remains the same.

* Refers to resolution index on the following page.

**Refers to Scanned Computer Resolution index on the following page.

Route 259

COUNTY/VOLUME & RESOLUTION NUMBER

A. Kane Co. 1/110 **B.** Kane Co. 1/111 **C.** Kane Co. 6/2
D. Sevier Co. 9/11

DESCRIPTION OF RESOLUTION CHANGE

- | | |
|---------------------------------|--|
| (A). Amendment - | To Resolution number 1/111. |
| (B). Relocation/New Alignment - | Kanab easterly in Kane Co. Transferred to the Jurisdiction of Kane Co. Remaining portions abandoned. |
| (C). Deletion - | SR-259 in its Entirety from the State System of Highways. |
| (D). Addition - | From Jct. SR-24 near Sigurd to the west bound on and off ramps of I-70 (Sigurd Interchange). |

RESOLUTION T^h

State Routes 2, 6, 8, 15, 24, 26, 29, 44, 54, 123, 155, 236, 259

WHEREAS, with the completion of various projects resulting in the re-construction of new roadway on new alignment and

WHEREAS, portions of the old alignment will no longer serve as roadways but nevertheless other sections will still serve as public roads, though not justified as part of the State Highway System and

WHEREAS, a physical inventory was made of all roadways concerned in this resloution and

WHEREAS, all county officials concerned were contacted and their letters of concurrence in our recommendations are forthcoming and

WHEREAS, it has been recommended by the District Engineers concerned.

NOW THEREFORE, pursuant to Authority 12-27-12, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

22-2-4 1. Route 2 - Summit County, Project I-80-4(8)190, west of Wyoming line, a distance of 4.373 miles built on new location. Three sections of the old roadway are no longer within the N/A line and are of no further use as public roadway, therefore all portions of roadway on old alignment are abandoned, a distance of 4.200 miles, resulting in an increase of 0.173 mile in the State System of Highways.

24-6-2 Route 6 - Uintah County, Project F-015-3(4) west of Vernal, a distance of 2.055 miles built on new location. All portions of old alignment have either been obliterated or barricaded by barriers, therefore, all portions of the old alignmnet are abandoned, a distance of 2.405 miles, resulting in a decrease of 0.350 mile in the State System of Highways.

85-1 Route 8 - Emery County, Projects F-028-3(5) and F-028-3(6) south of

Carbon County line, a total distance of 14.712 miles built on new location. All portions of the old alignment have either been obliterated, including removal of some structures, or barricaded, with the exception of that portion of old alignment from a connection with the new alignment south of Price River northerly to Woodside, a distance of 0.7 + - mile. Therefore, all portions of the old alignment are being abandoned, a distance of 14.299 miles, with the exception of that portion that is being used as a public road from a connection with the new alignment south of Price River to Woodside which is transferred to the jurisdiction of Emery County, resulting in an increase of 0.7 + - mile in Emery County "B" mileage and a decrease of 0.287 mile in the State System of Highways.

3.15-2 Route 15 - Kane County, Projects F-014-1(2) and FLH-37-(1) east of Zion Park Boundary, a distance of 2.809 built on new location. All portions of the old alignment have been closed to the public with the exception of that portion of the old alignment from a connection with the new alignment northeasterly to a mine road, a distance of 0.400 mile. Therefore, all portions of the old alignment are abandoned, a distance of 3.942 miles, with the exception of that portion being used as a connecting roadway to the mine road which is transferred to the jurisdiction of Kane County, resulting in an increase of 0.4 + - mile in Kane County "B" mileage and a decrease of 1.533 mile in the State System of Highways.

28-20-4 Route 24 - Wayne County, Projects NS-371(1) and S-0371(5) east of Capitol Reef Monument, a distance of 14.484 miles built on new location. From Engineer Station 851 + - to 652 + - transferred to the jurisdiction of Wayne County, a distance of 3.600 miles, all remaining portions of the old alignment have been obliterated and, therefore, are abandoned, a distance of 11.646 miles, resulting in an increase of 3.6 + - miles in Wayne County "B" mileage and a decrease of 0.762 mile in the State System of Highways.

12-26-4 Route 26 - Juab County, Project F-029-3(2) from a junction with State Route 148 southwesterly, a distance of 6.615 miles built on new location. From

Engineer Station 1201 + - to 1115 + - the old alignment has been obliterated and, therefore, is abandoned, a distance of 1.949 mile. From Engineer Station 1115 + - to 85 + - to be transferred to the jurisdiction of Juab County, a distance of 5.030 miles, resulting in an increase of 5.0 + - miles in Juab County "B" mileage and a decrease of 0.364 mile in the State System of Highways.

8.29-1 Route 29 - Emery County, Project NR-29-1 Sanpete County line easterly, a distance of 5.908 miles built on new location. All portions of old roadway abandoned, a distance of 1.900 mile, as it will be inundated as a result of the construction of Joes Valley Reservoir, resulting in an increase of 4.008 miles in the State System of Highways.

8.30-2 Route 44 - Daggett County, Project S-0192(1) south of Manila, a distance of 2.186 miles built on new location. From Engineer Station 2145 + - to 2069 + - will serve as a public roadway and, therefore, is transferred to the jurisdiction of Daggett County, a distance of 2.400 miles, resulting in an increase of 2.4 + - miles in Daggett County "B" mileage and a decrease of 0.712 mile in the State System of Highways.

8.31-2 Route 54 - Garfield County, Project S-0392(5) near Escalante, a distance of 3.818 miles built on new location. From Engineer Station 226 + - to 111 + - to be abandoned as connections to this section of old alignment have been obliterated, a distance of 2.727 miles. From Engineer Station 111 + - to 44 + - to be transferred to the jurisdiction of Garfield County, a distance of 1.046 mile and from Engineer Station 44 + - 25 + - be transferred to the jurisdiction of Escalante City, a distance of 0.629 mile, resulting in an increase of 0.6 + - mile in the Escalante City "C" mileage, an increase of 1.0 + - mile in Garfield County "B" mileage and a decrease of 0.584 mile in the State System of Highways.

8.32-1 Route 123 - Carbon County, Project S-0294(1) near Sunnyside, a distance of 0.625 mile built on new location. All portions of old alignment will still serve as a public road, a distance of 0.691 mile and, therefore, will be transferred to

52

The construction on new location, transfers and abandonments indicated in the accompanying resolution resulted in a total of 64.816 miles being built on new location, 0.629 mile transferred to City "C" mileage, 18.767 miles transferred to County "B" mileage and 46.095 miles abandoned, resulting in a decrease of 0.675 mile in the State System of Highways.

the jurisdiction of Carbon County, resulting in an increase of 0.7 + - mile in Carbon County "B" mileage and a decrease of 0.066 mile in the State System of Highways.

8-156-1
5-236-1 Route 155 and 236 - Project NS-338(1) 1.8 mile northeast of Huntington, a distance of 0.492 mile built on new location. All portions of old alignment abandoned as they will be inundated by the construction of Huntington Reservoir, a distance of 0.47 mile, resulting in an increase of 0.017 mile in the State System of Highways.

13-289-1 Route 259 - Kane County, Project F-035-1(4) Kanab easterly, a distance of 6.739 miles built on new location. From Engineer Station 98 + - to 266 + - and commencing again at Station 295 + - to 383 + - to be transferred to the jurisdiction of Kane County, a distance of 4.900 miles, as they will still serve as a public roadway, all remaining portions of the old alignment have been made inaccessible, a distance of 2.054 miles, therefore, are abandoned, resulting in an increase of 4.9 + - miles in Kane County "B" mileage and a decrease of 0.215 mile in the State System of Highways.

2. That the maps attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 19th day of April, 1965.

STATE ROAD COMMISSION OF UTAH

Walter S. Hamilton
Chairman

Frank Deth
Commissioner

Elmer Strong
Commissioner

Clem A. Church
Commissioner

Ernest Balf
Commissioner

ATTEST:

Rebecca C. Brassard
acting Secretary

Office Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

TO : Mr. Dale B. Burningham
Chief Research Engineer, Research Section

DATE: January 26, 1965

RECEIVED

FROM : Mr. W. E. Mickelson
District Engineer



1965 JAN 28 AM 10 33

SUBJECT: Status of Old Roads

1-80-4(8)190 Wahsatch to the Wyoming State Line
F-001-8(2) Bear River Bridge East of Corinne

UTAH STATE
DEPT. OF HIGHWAYS

The status of the old abandoned roads on the subject projects have been reviewed and following is my recommendation:

1. F-001-8(2) The old road should remain as it is at the present time. It lies on right-of-way that we have by agreement from the railroad. In addition, the old road and bridge are intended to be used for a stock trail for crossing the Bear River.
2. 1-80-4(8)190 Three sections of the old road are no longer within the N/A lines, as itemized below, and are of no further use to us for roadway purposes. These three sections should revert to private ownership.

820 ± - 836 ± right side

958 ± - 971 ± right side

984 ± - 991 ± left side

Office Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

TO : B. Dale Burningham, Chief Research Engr. DATE: January 25, 1965

FROM : J. Q. Adair, Dist. Engr.

SUBJECT: Road Deletions

RECEIVED
1965 JAN 26 AM 10

UTAH STATE
DEPT. OF HIGHWAYS

We have listed the following projects that have been constructed in the last couple of years and sections of road that should be deleted from our system:

S-0294(1) Dragerton (Culvert & Approaches)
F-028-3(6) Woodside Northerly
NR-29(1) 7 Miles W. of Orangeville (Joe's Valley)
NS-338(1) Huntington Northerly - Mohrland Connection
NR-24-2(1) Huntington North on SR-10

The NR-24-2(1) Huntington North Section has bypassed the location where the Huntington Reservoir is being constructed by the Bureau of Reclamation. A portion of this right-of-way has probably been acquired by the Bureau of Reclamation people.

JQA:sj

Route Number	Report Number	Rock Section Number	mi East of New London	Miles Trans To City	Miles Trans To Route	Miles to Newmarket	total miles collected
2	I-15-4 (8) 190	Summit	2.2-2-4	4.373		4.200	4.200
6	F-015-3 (4)	Winch	2-4-2	2.355		2.405	2.405
8	F-128-3 (5)	Emergy	8-8-1	6.120		6.087	6.087
8	F-028-3 (6)	"	8-8-1	8.592	0.700	8.212	8.912
15	F-014-1 (2)	Kane	13-15-2	2.305	0.400	2.927	3.327
15	FLH-37 (1)	"	13-15-2	4.504		1.015	1.015
24	NS-371 (1)	Madona	28-24-4	5.623	3.600	2.412	6.012
24	S-0371 (5)	"	28-24-4	8.861		9.234	9.234
26	F-029-3 (2)	Ival	12-26-1	6.615	5.030	1.949	6.979
29	MR-22-1	Emergy	8-29-1	5.908		1.900	1.900
44	S-0192 (1)	Daggett	5-44-2	2.186	2.400	0.498	2.898
54	S-0392 (5)	Garfield	9-54-2	3.818	1.046	2.727	4.402
123	S-0294 (1)	Carbon	4-123-1	4.625	0.691		0.691
236	(Due to Ryeckth, NS-338 (1)) NS-338 (1)	Relocation of SR-236 Emergy	8-155-1	No Construction		0.250	0.250
236		"	8-236-1	4.492		4.225	4.225
236	F-035-1 (4)	Kane	13-239-1	6.739	4.900	2.054	6.954
				69.816	0.629	18.767	46.095

Route Section	Miles East of New London	Miles from City	Miles from to South	Miles to North	Total miles	Total miles
24-2-4	4,373			4,220	4,200	+ 0.173
24-4-2	2,465			2,435	2,405	- 0.350
8-8-1	6,120			6,087	6,087	+ 0.033
8-8-1	8,592		0,700	8,212	8,912	- 0.320
13-15-2	2,305		0,400	2,927	3,327	- 1.022
13-15-2	4,504			1,815	1,815	- 4.511
16-14-4	5,625		5,600	2,412	6,012	- 0.387
28-24-4	8,861			9,234	9,234	- 0.373
12-26-1	6,615		5,030	1,949	6,979	- 0.364
8-29-1	5,908			1,900	1,900	+ 4.008
5-14-2	2,186		2,400	4,448	2,898	- 4.712
9-54-2	5,818	0,629	1,046	2,927	4,402	- 0.584
4-123-1	0,625		0,691		0,691	- 0.066
6-153-1	No Construction			0,250	0,250	- 0.250
8-236-1	0,492			4,225	0,225	+ 0.267
13-259-1	6,739		4,900	2,054	6,954	- 0.215
	64,816	0,629	18,767	46,095		- 0.675



OFFICE OF
Kane County Clerk

KANAB, UTAH

March 12, 1965

Utah State Department of Highways
Transportation - Research Section
State Office Building
Salt Lake City, Utah

Re: Kane County
Nos: F-014-1 (2)
FLH 37 (1)

Gentlemen:

Please be advised that the Kane County Commission will be very happy to accept as additions to the Kane County Road System your projects Nos. F-014-1 (2) and FLH-37 (1) for county supervision and maintainance.

Yours very truly,

KANE COUNTY COMMISSION

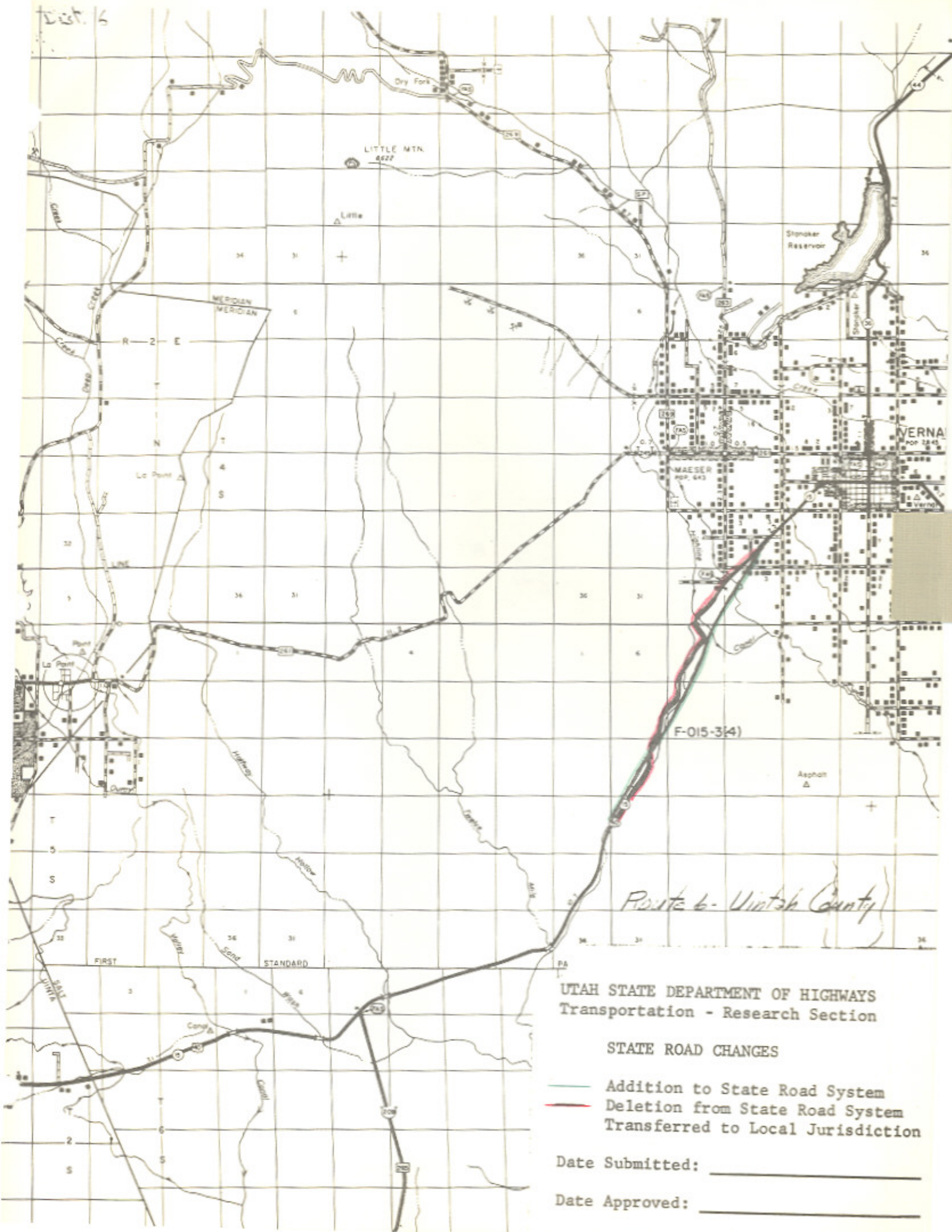
By Thomas H. Haycock
Thomas H. Haycock
Kane County Clerk

S H E E T N O . 2

I-80-4(80)190

Date Approved: _____

Dist. 6



SR-6

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

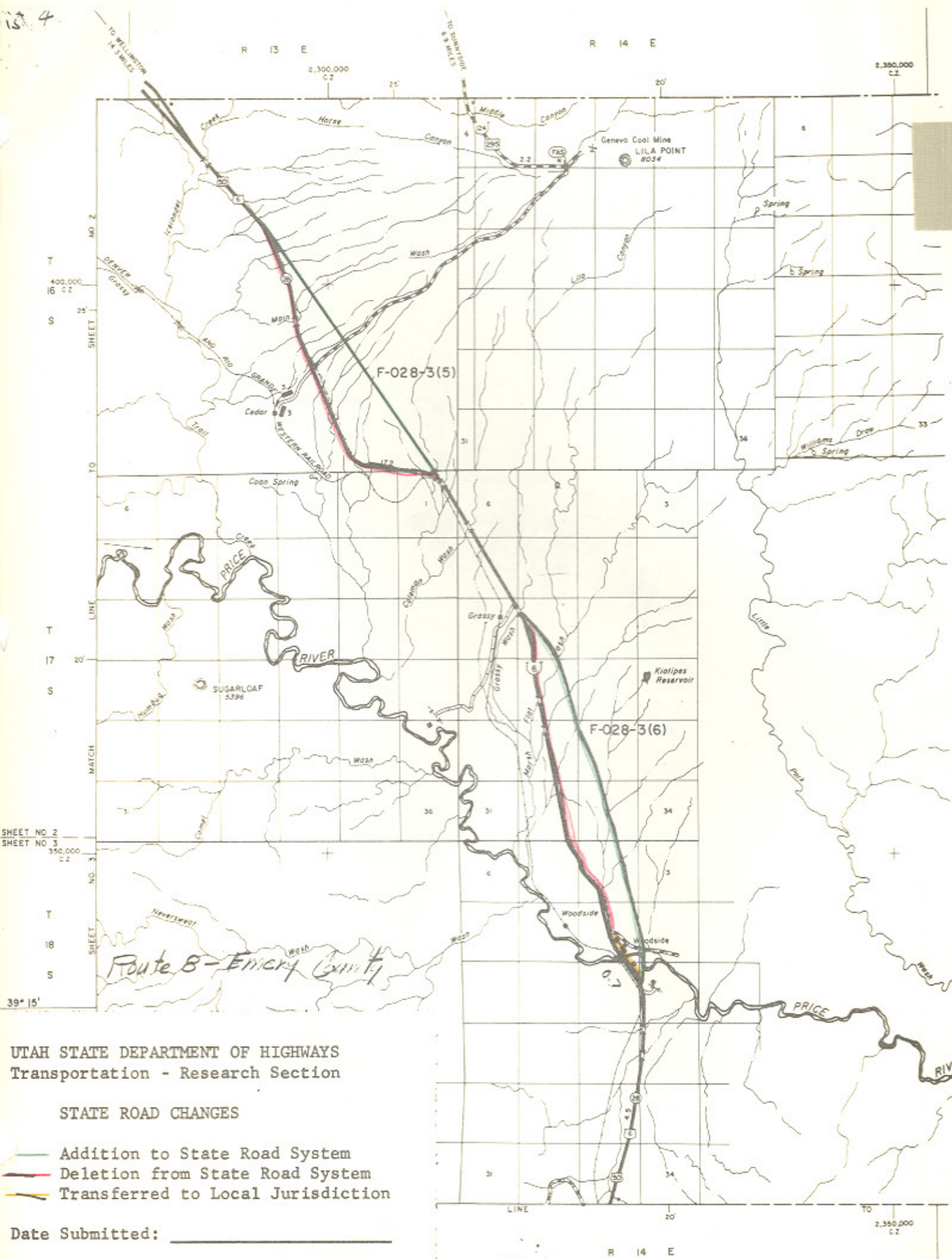
STATE ROAD CHANGES

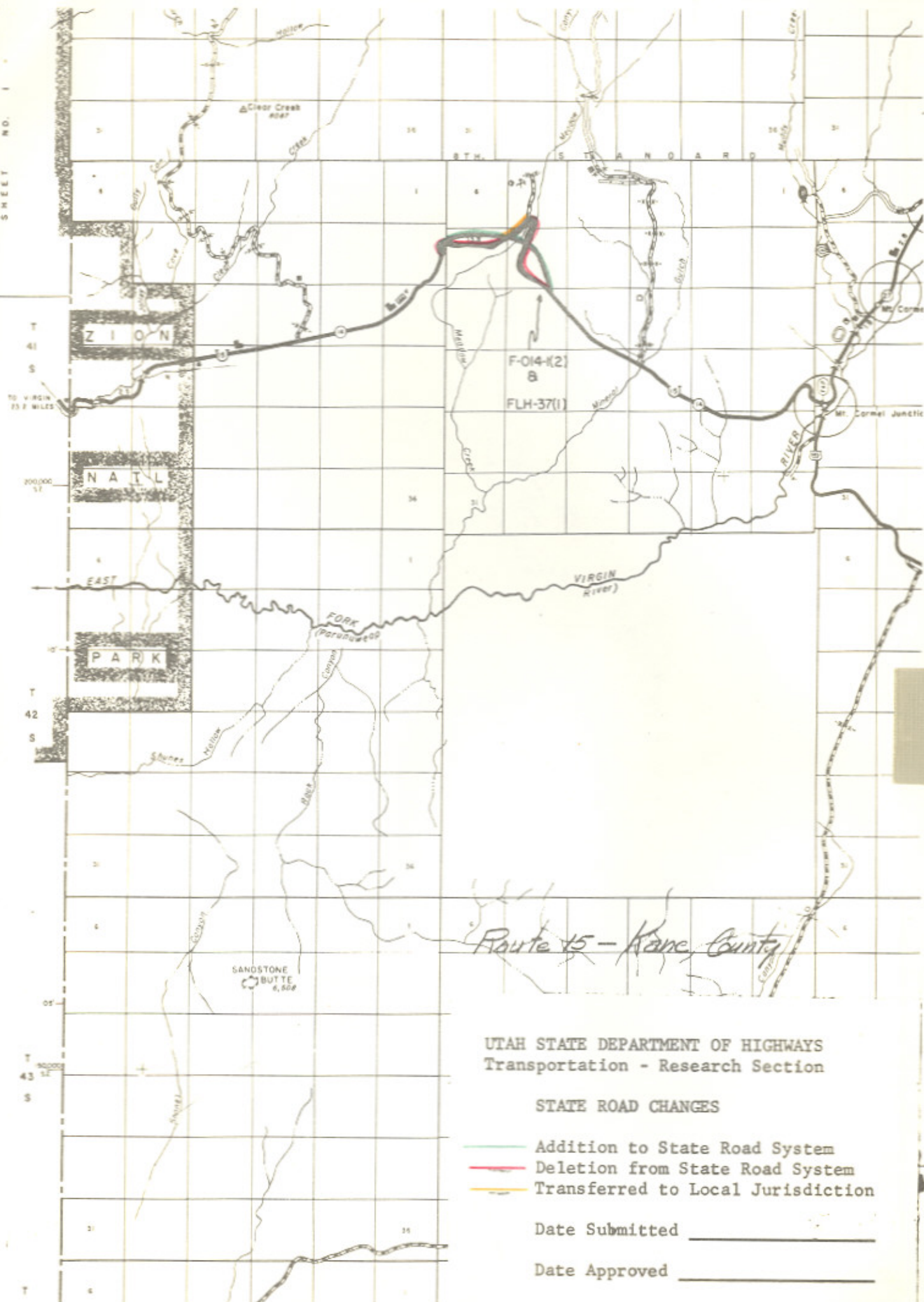
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

is 4





Route 15 - Kane County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

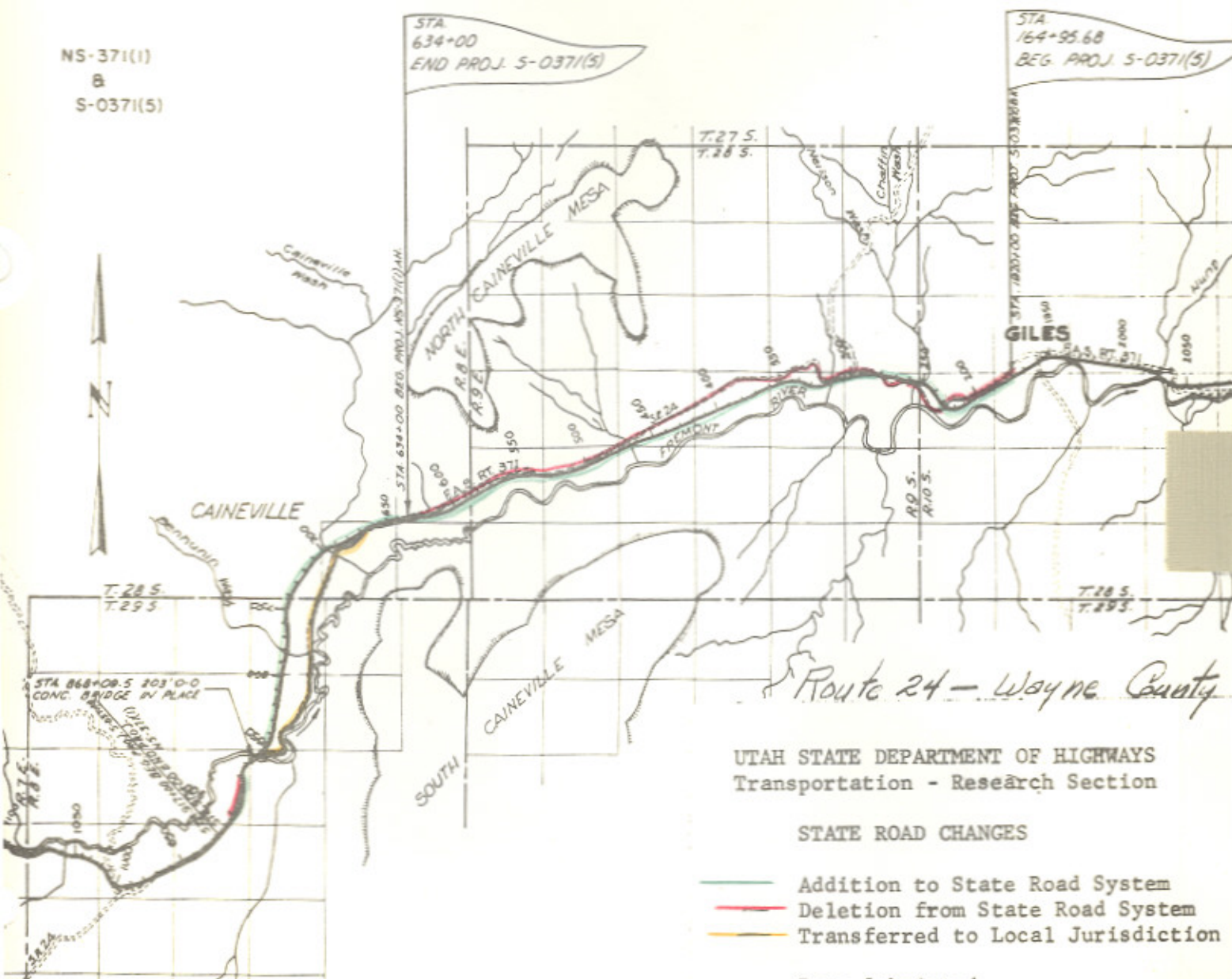
Date Approved _____

Dist. 7

NS-371(1)
8
S-0371(5)

STA.
634+00
END PROJ. S-0371(5)

STA.
164+95.68
BEG. PROJ. S-0371(5)



SR-24

Route 24 - Wayne County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

list: 6



Route 26 - Juab County

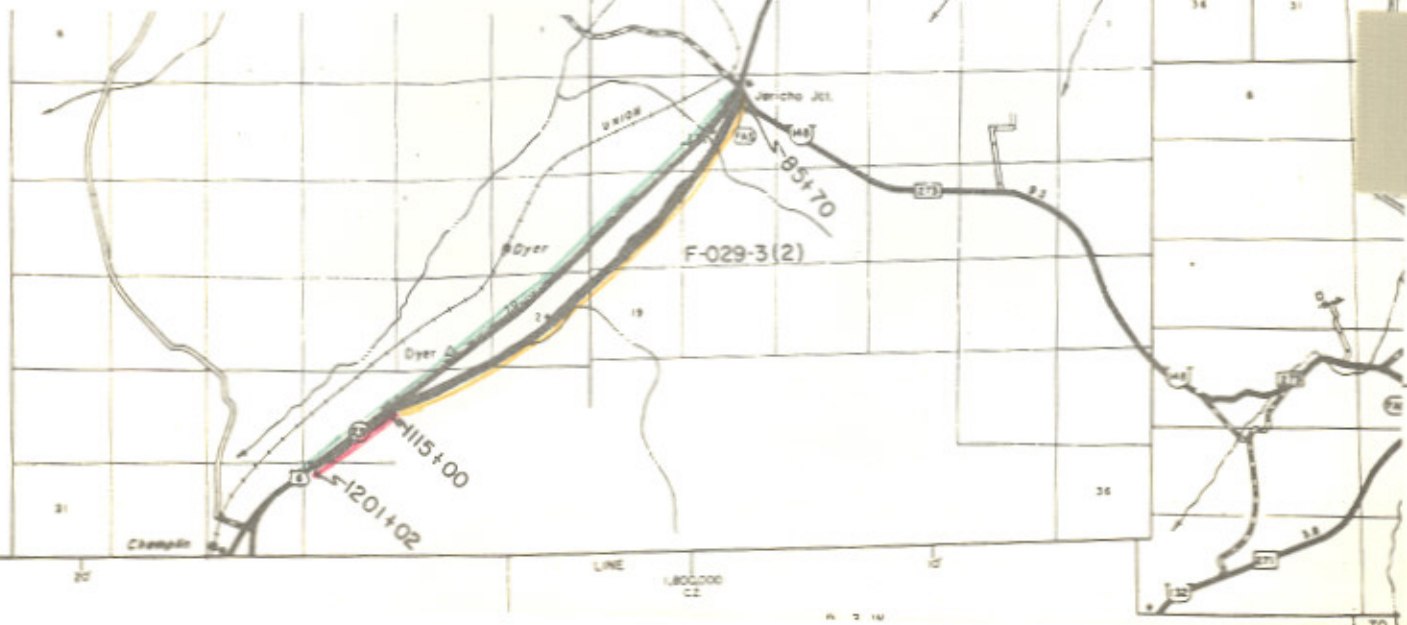
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

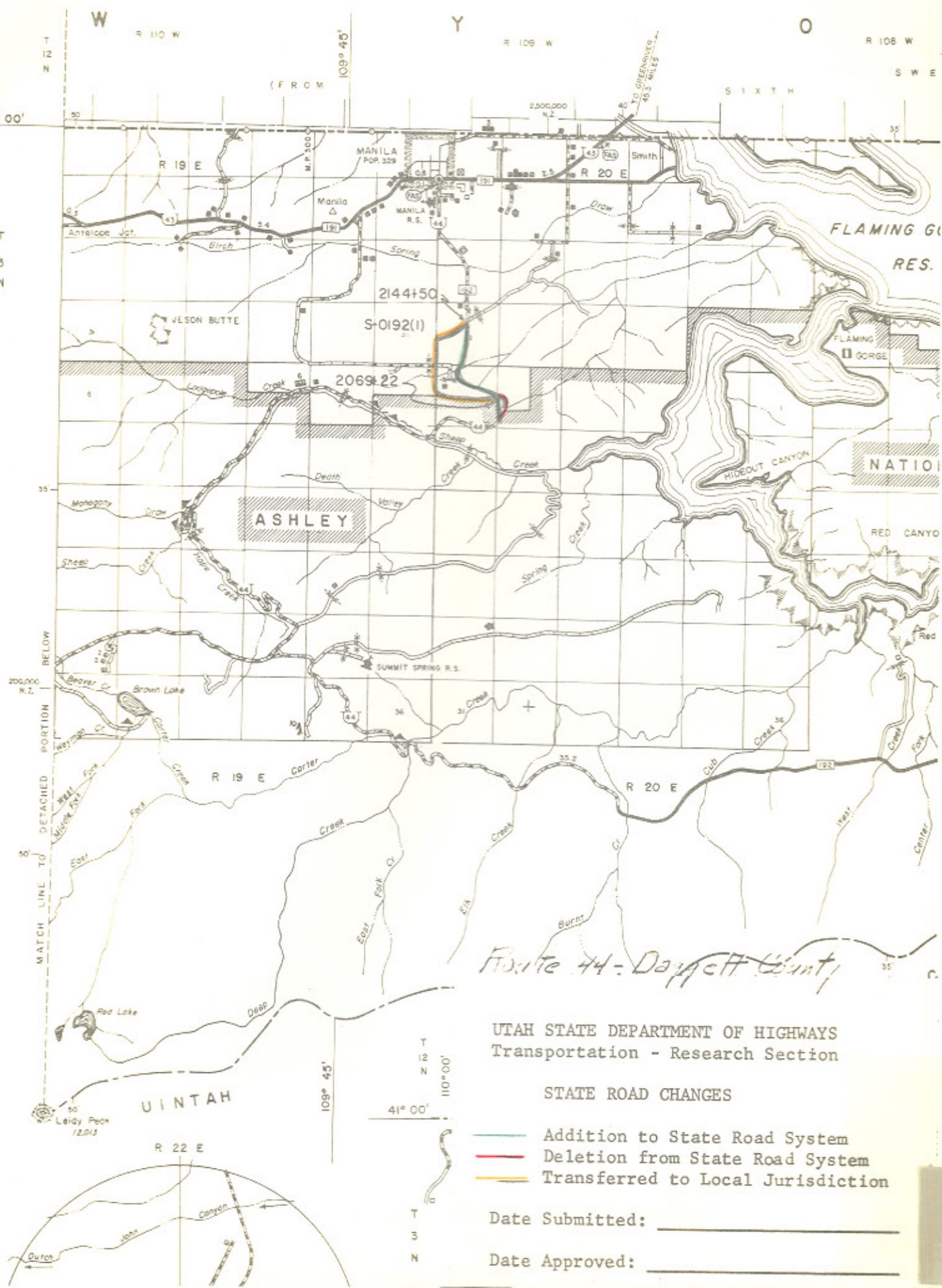
Date Submitted: _____

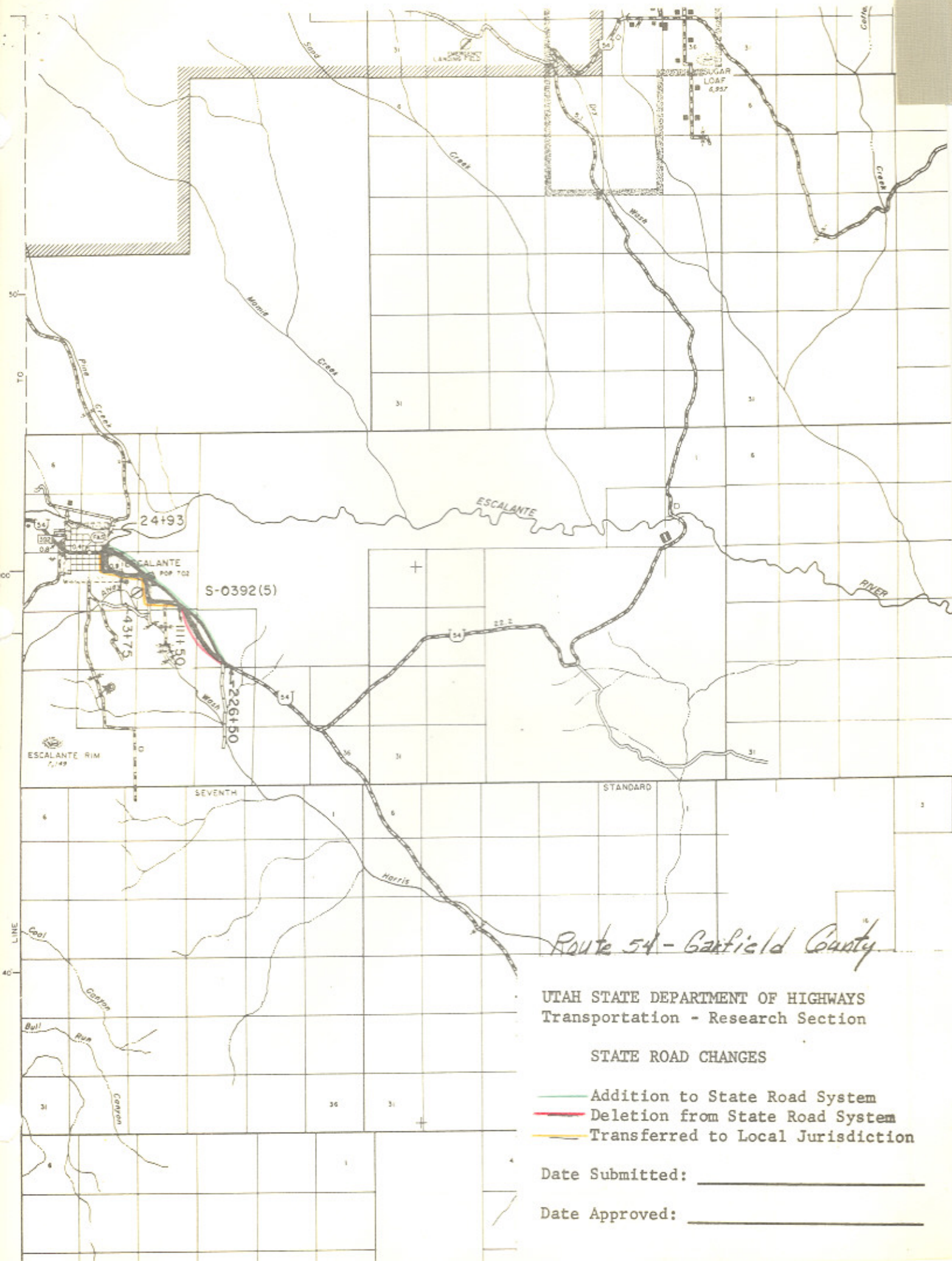
Date Approved: _____

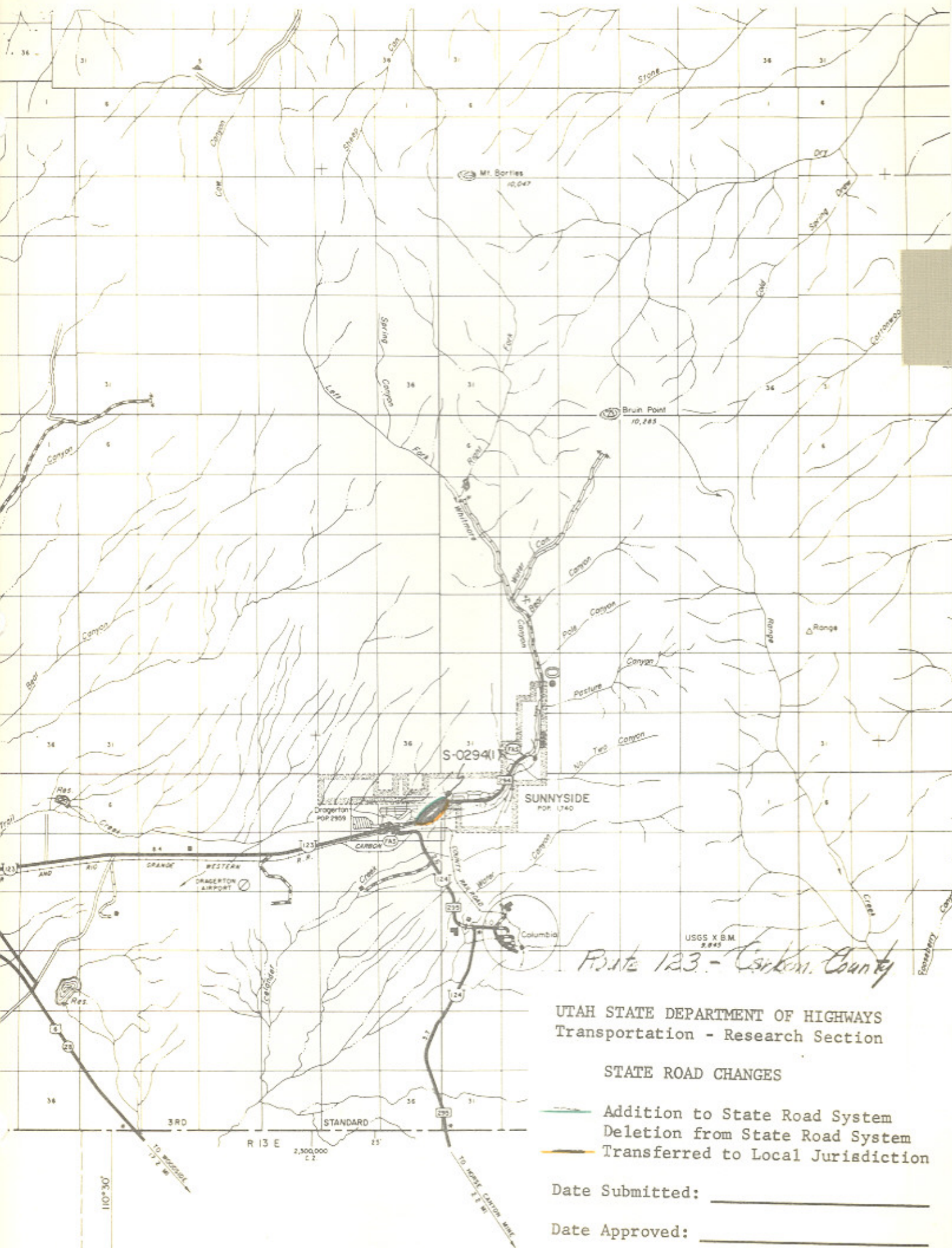


SR-26

237.6







UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

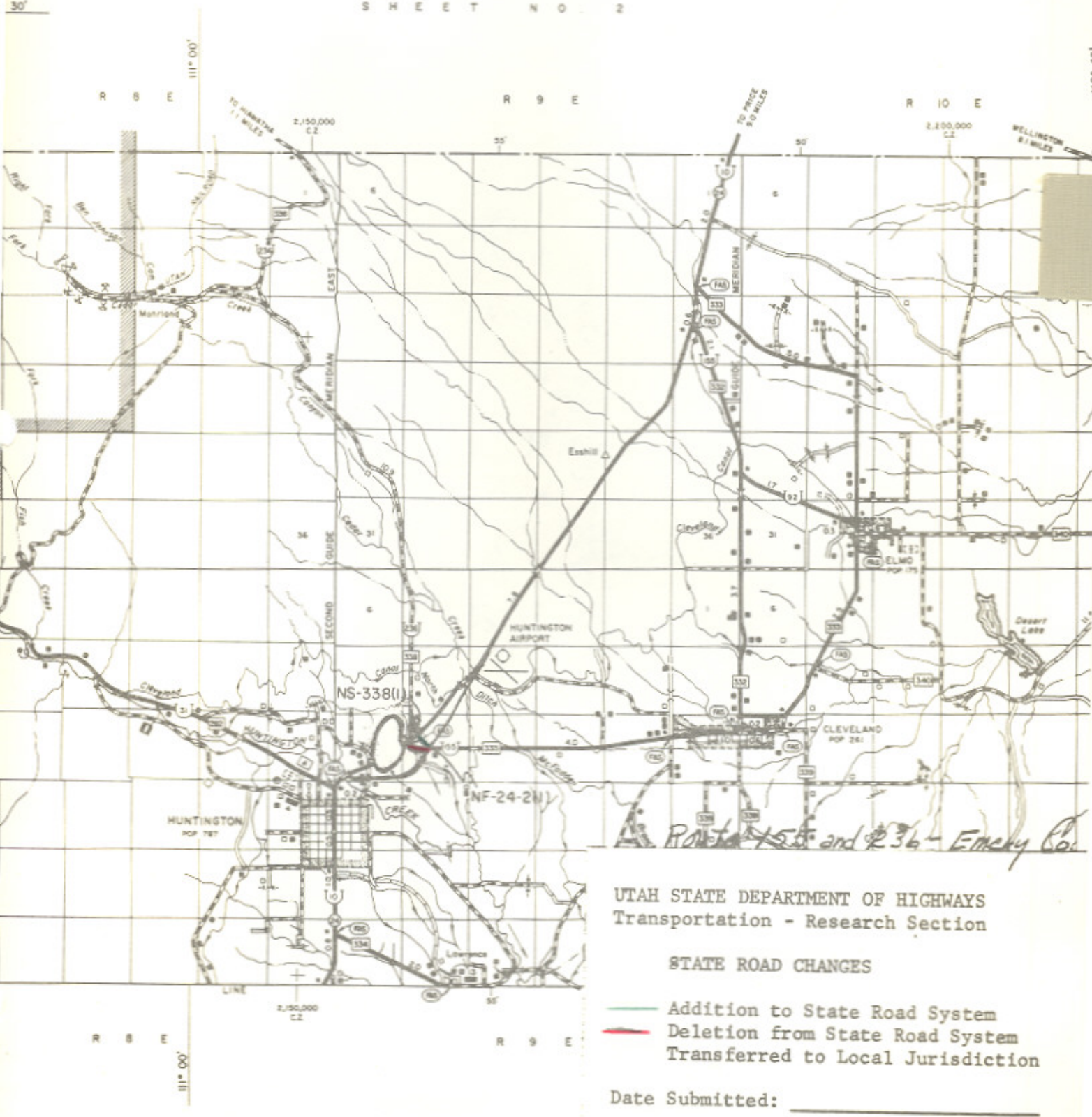
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

D 88 4

C A R B O N C O U N T
S H E E T N O 2



SR-236
8/15/1955

Route 155 and 236 - Emery Co.

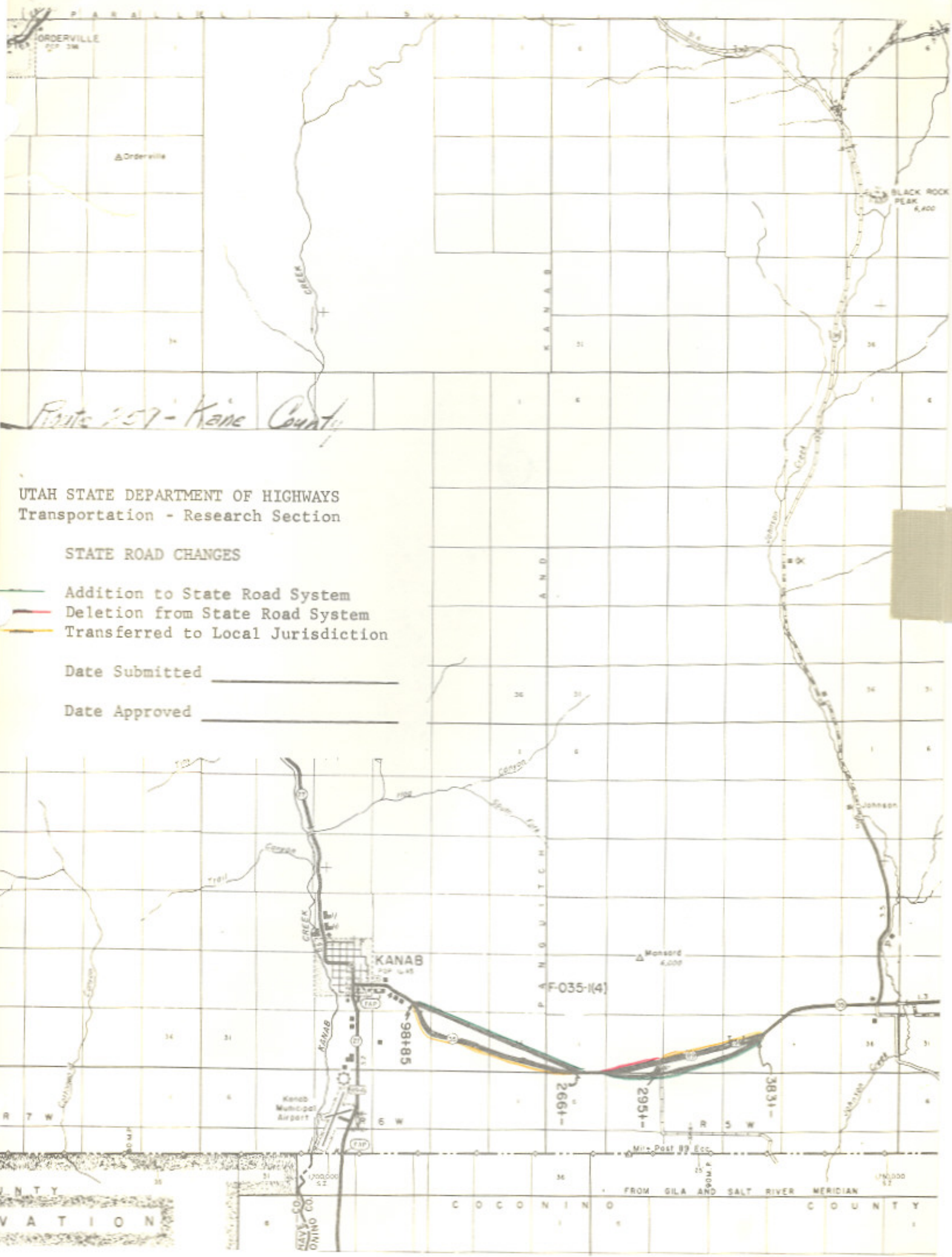
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

SR-259

F-035-1(4)

COUNTY
DIVISION

COCOONINGO COUNTY

FROM GILA AND SALT RIVER MERIDIAN

RESOLUTION

Redesignation of Various State Routes

WHEREAS, it has been determined that it would be advantageous for record keeping and developing a Highway Reference System that various state routes be redesignated by hierarchy with the route number being synonymous with the US route designation, and

WHEREAS, this proposed revision of State Route Designations is concurred in by all District Directors.

NOW THEREFORE, be it resolved as follows:

That Interstate Route 15 be designated as State Route 15 and by this action delete the designation of State Route 1 and redesignate present State Route 15 as State Route 9,

That Interstate Route 80 be designated as State Route 80 and by this action delete the designation of State Route 2 and redesignate present State Route 80 as State Route 92,

That Interstate Route 80N be designated as State Route ~~82~~⁸⁴ and by this action delete the designation of State Route 3 and redesignate present State Route ~~82~~⁸⁴ as State Route ~~126~~⁸²,

That Interstate Route 70 be designated as State Route 70 and by this action delete the designation of State Route 4 and redesignate present State Route 70, part of State Route 102, part of State Route 69, part of State Route 16 and State Route 51 as State Route 30 and by this action delete the designation of State Route 51,

That Interstate Route 215 be designated as State Route 215 and by this action delete the designation of State Route 5,

That US-6 and 50 from the Utah-Nevada State line to Delta be designated as State Route 6 and that US-6 from Delta to the junction with I-70 west of

RESOLUTION

Redesignation of Various State Routes

Page 2

Green River also be designated as State Route 6 and by this action delete the designation of State Route 27,

That US-40 be designated as State Route 40 and by this action delete the designation of State Route 6 and redesignate present State Route 40 as State Route 134,

That US-50 from Delta to Salina be designated as State Route 50 with the exception of that section coincident with Interstate Route 15 and by this action delete the designation of State Route 26 and redesignate a part of present State Route 50 as State Route 26,

That US-89 be designated as State Route 89 with the exception of those sections coincident with Interstate Route 70, US-6, I-15 and US-91 and by this action delete the designation of State Route 259, part of State Route 11, part of State Route 28, State Route 32, State Route 8, State Route 271, part of State Route 106, State Route 169, State Route 49, part of State Route 50, part of State Route 84, State Route 13 and the remaining part of State Route 16, redesignate present State Route 89 as State Route 169 and redesignate that portion of State Route 84 from Brigham northerly to State Route 30 as State Route 13,

That US-91 be redesignated as State Route 91 and by this action delete the designation of State Route 85,

That US-189 be designated as State Route 189 with the exception of those sections coincident with US-40 and Interstate Route 80 and by this action delete the designation of State Route 7, 151 and part of State Route 35,

That US-163 be designated as State Route 163 and by this action delete the designation of State Route 47, part of State Route 9 and redesignate present State Route 163 as State Route 78,

That US-666 be designated as State Route 666 and by this action delete

2

RESOLUTION
Redesignation of Various State Routes
Page 3

the remaining portion of State Route 9,

That as a result of the aforementioned revisions the State Routes involved will be described as follows:

✓ Route 6 From the Utah-Nevada State line easterly via Delta and Tintic Junction, thence easterly via Santaquin, Payson and Spanish Fork to Moark Junction, thence easterly via Spanish Fork Canyon and Price to Route 70 (Interstate Route 70) west of Green River.

✓ Route 9 From Harrisburg Junction on Route 15 (Interstate Route 15) easterly to Zion National Park south boundary, thence from Zion National Park east boundary to Mt. Carmel Junction on Route 89.

✓ Route 11 From the Utah-Arizona State line north to a junction with Route 89 in Kanab.

✓ Route 13 From a junction with Route 91 in Brigham City northerly via Bear River and Haws Corner to a point south of Riverside, thence east to Route 30 north of Collinston.

✓ Route 15 From the Utah-Arizona State line near St. George to the Utah-Idaho State line south of Malad, Idaho, (traversing the alignment of Interstate Route 15). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 16 From the Utah-Wyoming State line northerly to Route 30 at Sage Creek Junction.

✓ Route 26 From Route 84 in Roy easterly to Route 89 in Ogden (Former SR-50 Part).

✓ Route 28 From a junction with Route 89 in Gunnison northerly via Levan to a junction with Route 15 (Interstate Route 15) north of Levan.

✓ Route 30 From the Utah-Nevada State line northeasterly via Curlew Junction to Route ~~82~~⁸⁴ (Interstate Route 80N) west of Snowville. Then commencing

RESOLUTION

Redesignation of Various State Routes

Page 4

again at a junction with Route ~~82~~⁸⁴ (Interstate Route 80N) west of Tremonton easterly via Tremonton, Haws Corner and Collinston to Route 91 in Logan. Then commencing again at a junction with Route 89 in Garden City southeasterly via Sage Creek Junction to the Utah-Wyoming State line.

✓ Route 35 From Route 189 at Francis southeasterly via Tabiona to Route 87 north of Duchesne.

✓ Route 40 From Silver Creek Junction on Route 80 (Interstate Route 80) easterly via Heber City, Duchesne and Vernal to the Utah-Colorado State line.

✓ Route 50 From Route 6 in Delta southeasterly to Holden, thence northerly to Route 15 (Interstate Route 15) and commencing again on Route 15 (Interstate Route 15) near Scipio southeasterly via Scipio to a junction with Route 89 in Salina.

✓ Route 69 From Brigham on Route 13 northerly via Honeyville to Route 30 at Deweyville.

✓ Route 70 From Route 15 (Interstate Route 15) near Cove Fort to the Utah-Colorado State line west of Grand Junction, Colorado, (traversing the alignment of Interstate Route 70). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 78 From Route 15 (Interstate Route 15) west of Levan east to Route 28 in Levan.

✓ Route 80 From the Utah-Nevada State line near Wendover to the Utah-Wyoming State line west of Evanston, Wyoming, (traversing the alignment of Interstate Route 80). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

RESOLUTION

Redesignation of Various State Routes

Page 5

✓ ⁸⁴
Route ~~82~~ From the Utah-Idaho State line near Snowville to a point on Route 15 (Interstate Route 15) near Tremonton, thence from another point on Route 15 (Interstate Route 15) near Roy to Route 80 (Interstate Route 80) near Echo, (traversing the alignment of Interstate Route ⁸⁴~~80N~~). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ ¹²⁶
Route ~~84~~ From Route 15 (Interstate Route 15) south of Layton northerly to Route 89 at Hot Springs Junction.

✓ Route 89 From the Utah-Arizona State line northwest of Page, Arizona, westerly to Kanab, thence northerly to a junction with Route 70 (Interstate Route 70) at Sevier Junction. Then commencing again at the junction with Route 70 (Interstate Route 70) south of Salina northerly via Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction. Then commencing again at a junction with Route 6 at Moark Junction northerly via Springville, Provo, Orem and American Fork to Route 15 (Interstate Route 15) north of Lehi. Then commencing again at a junction with Route 15 (Interstate Route 15) near Draper Crossroads northerly via Murray and Salt Lake City to a junction with Route 15 (Interstate Route 15) at Becks Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) near Orchard Drive northerly via Bountiful to a junction with Route 15 (Interstate Route 15) at North Bountiful Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) at Lagoon Junction northerly via Uintah Junction and Ogden to Route 91 near south city limits of Brigham City. Then commencing again at a junction with Route 91 in Logan northeasterly to Garden City, thence north to the Utah-Idaho State line.

○ Route 91 From Route 15 (Interstate Route 15) south of Brigham, thence

RESOLUTION

Redesignation of Various State Routes

Page 6

easterly via Brigham Canyon and Logan to the Utah-Idaho State line near Franklin, Idaho.

✓ Route 92 From Route 15 (Interstate Route 15) near Point of the Mountain east via American Fork Canyon to Route 189 in Provo Canyon.

✓ Route 102 From Route 83 east of Lampo Junction northeasterly via Penrose and Thatcher to Route ~~82~~⁸⁴ (Interstate Route ~~80N~~⁸⁴) west of Tramonton.

✓ Route 106 From Route 89 northerly via Second West and Fourth North in Bountiful, thence northerly to Sheppard Lane in Farmington, thence east to Route 89.

✓ Route ~~126~~⁸² From Route 30 in Tremonton north via 300 East to Garland, thence east approximately 0.8 mile, thence north to Route 13.

✓ Route 134 From Kaneshville on Route 37 northerly to Plain City, thence easterly to Pleasant View on Route 89.

✓ Route 163 From the Utah-Arizona State line southwest of Mexican Hat northerly via Blanding, Monticello and Moab to Route 70 (Interstate Route 70) at Crescent Junction.

✓ Route 169 From Route 162 east to Eden on Route 166.

✓ Route 189 From Route 15 (Interstate Route 15) south of Provo northerly via University Avenue and Provo Canyon to Route 40 south of Heber. Then commencing again from Route 40 at Hailstone Junction easterly to Francis, thence northerly via Kamas to Route 80 (Interstate Route 80) south of Wanship.

✓ Route 215 From a junction with Route 80 (Interstate Route 80) near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Route 15 (Interstate Route 15), thence northwesterly, northerly and easterly to a junction with Route 15 (Interstate Route 15) north of Salt Lake City, (traversing the alignment of Interstate Route 215).

Route 666 From Route 163 at Monticello east to the Utah-Colorado State line.

RESOLUTION

Redesignation of Various State Routes

Page 7

The maps presented relating the action taken herewith are hereby a part of this resolution and will be stored at the office of the Planning Statistics Section of the Transportation Planning Division.

Dated this 20th day of May, 1977.

UTAH TRANSPORTATION COMMISSION

B. L. Loun

Chairman

Wm. A. Martin

Vice-Chairman

Chas. E. Wood

Commissioner

Glen A. Blum

Commissioner

Samuel H. Dyer

Commissioner

ATTEST:

Donald A. Finley

Secretary

STATE ROUTES REQUIRING CHANGES IN ROUTE DESIGNATION SIGNING

<u>Existing Designation</u>	<u>New Designation</u>	<u>District</u>	<u>Miles</u>
SR-15	SR-9	5	32.6
SR-15	SR-9	3	12.3
SR-80	SR-92	6	26.8
SR-82	SR-126	1	3.1
SR-40	SR-134	1	12.4
SR-50 Part	SR-26	1	3.8
SR-89	SR-169	1	0.6
SR-84	SR-13	1	<u>27.8</u>
		Total	119.4

SR-70, SR-102, SR-69, SR-16 and SR-51 in District 1, remove rectangular route signs from sign posts.

US-89 signs thru Sevier Valley will be replaced with "Temporary I-70" signs with rectangular signs under the Temporary I-70 sign indicating the State Route designation until completion of I-70 thru this area. Upon completion of I-70 between Sevier Junction and Salina all State Routes will be resigned by their designated State Route, District 3

Present State Routes 15 and 80 will be dual route signed for a period of approximately two years as a guide to Tourists, Districts 5, 3 and 6

All directional signing (junction signs, etc.) affected by these revisions will also require changing.

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: June 2, 1977

TO : District Directors

FROM : L. R. Jester, P.E. *L.R.J.*
Engineer for Transportation Planning

SUBJECT: Redesignations of State Routes

On May 20, 1977, the Utah Transportation Commission approved the redesignations of various State Routes as described in the attached resolution. Please review the changes that have been approved in your District and notify all interested agencies within your area.

Attachment

Note: All Districts refer to last page of resolution for necessary signing changes.

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C
O
P
Y

Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

Subject: Redesignation of State Routes

Dear Mr. Hancock:

On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

L. R. Jester, P.E.
Engineer for Transportation Planning

LRJ/BDB/WDM/BDent/cs
Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin E. Blaser, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Forest & Livestock Agency

State
Chargers
2

1/10/80

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President
Chief Engineer
Missouri State Highway Department



HENRY E. STAFFORD, Executive Director
444 N. Capitol Street, N.W., Suite 225
Washington, D. C. 20001
Telephone (202) 624-5800

July 12, 1977

Mr. Blaine J. Kay, Director
Utah Department of Transportation

Mr. Darrell V. Manning, Director
Idaho Transportation Department

Mr. Robert A. Burco, Director
Oregon Department of Transportation

Gentlemen:

The Route Numbering Committee reviewed the application coming from the Idaho Department of Transportation, and concurred in by the Utah Department of Transportation, for the redesignation of I-80N.

After reviewing the application, together with objections raised by States of Washington and Oregon, the Committee voted to redesignate I-80N as I-84, subject to concurrence by the Federal Highway Administrator, and with the State of Oregon in consultation with the States of Utah and Idaho to make the determination when the sign change would take place; but no later than July 1st, 1980.

This action was reviewed by the Executive Committee at its meeting on July 7th, 1977, and concurred therein.

Sincerely,

[Signature]
H. J. Rhodes
Deputy Director

HJR:pw

cc: Mr. William Cox
Federal Highway Administrator
Federal Highway Administration

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN
THIS TO THE CENTRAL FILES AFTER ACTION HAS
BEEN COMPLETED.



SEARCHED	INDEXED	SERIALIZED	FILED
KAY			

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C
Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

O
Subject: Redesignation of State Routes

Dear Mr. Hancock:

P
On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

L. R. Jester, P.E.
Engineer for Transportation Planning

Y
LRJ/BDB/WDW/BDent/cs
Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin H. Hines, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Power & Light Co.

SR-89
SR-118
SR-258
SR-117
SR-170
(11)

RESOLUTION

Addition, Extension, Deletion and Transfer of Various State Routes within Sevier County

Designation of State Constructed Frontage and Access Roads
to Various Local Entities

Jurisdiction and Maintenance Transfer of Roadway
used as I-70 Traveled Way in Sevier County,
Joseph and Elsinore

Extension of SR-89 at Sevier Jct.

Transfer portion of SR-258 to SR-118

Extension of SR-118 to include portion of SR-119 and
All of SR-135

Addition of State Route 170

Addition of State Route 259

Designation of State Constructed Frontage and Access Roads
Contained in Projects I-70-1(12)22, RS-0317(2), I-70-1(21)25,
RS-0320(1), I-70-1(22)31, I-70-1(23)36, I-70-1(24)40,
F-069(7), and I-70-1(25)48

Whereas, Section 27-12-27, 27-12-28, and 27-12-30, of the Utah Code 1990, provides for the addition or deletion of highways from the State Highway System, Return to county, city or town, and Designation of state highways in cities and towns and,

Whereas, the completion of Interstate 70, (SR-70) from Sevier Jct. to the South Salina Interchange has created characteristic and Functional Class changes within the State and local Highway System and,

Whereas, The Utah Highway Systems Study indicates the roadway connecting Aurora Town to SR-50, should be placed on the State System of Highways and,

Whereas, the American Association of State Highway and Transportation Officials list the section of roadway on Interstate 70 (SR-70) traversing from the Salina Interchange to the Sevier Interchange as US-89 and Interstate 70 (SR-70) traversing concurrently and,

Whereas, the District 3 Director has reviewed the foregoing changes described and found them to be justified, thus recommends actuation upon compliance with the foregoing statements and,

Whereas, the entities of Sevier County, Joseph, Elsinore, Richfield, Sigurd, Aurora and Salina have been duly notified of the foregoing changes to the State and Federal-aid Systems with consideration of their input as well as their concerns and,

Whereas, the appropriate staff of the Transportation Planning Division has reviewed the request by the District Three Director and concurs with the foregoing statements.

*Addition, Extension, Deletion and Transfer of Various
State Routes within Sevier County
Designation of State Constructed Frontage and Access Roads
to Various Local Entities*

NOW THEREFORE, be it resolved as follows:

1. Roadway that traverses on new alignment from a point 1100 feet south of Sevier Junction in a northerly direction to the west bound on and off ramps of Interstate 70 (SR-70), a distance of 0.84± miles be placed on the State system of Highways as an extension of SR-89, Federal-aid Primary 27, and be Functionally Classified Minor Arterial. This section of new alignment will create duplicate mileposting beginning with M.P. 192.47 and proceeding to M.P. 193.31, the beginning of Interstate 70 (SR-70, W.B. on and off ramps. In order to avoid confusion with the same mile points residing where SR-89 proceeds again in Salina the letter "B" will be affixed to all mile point references from Sevier Jct. to the beginning of the W.B. on and off ramps of Interstate 70 (SR-70).
2. Roadway that was being used as Interstate 70 Traveled Way from Sevier Junction to the junction of SR-258 in the Town of Elsinore a distance of 9.31± miles be placed under the jurisdiction of the following entities, Sevier County 7.64± miles, the Town of Joseph 1.19± miles, the Town of Elsinore 0.48± miles. This mileage will be Functionally Classified local and will not be placed on the Federal-aid System.
3. All signing bearing the US-89 Route Symbol that exists on roadway that was old US-89 which includes the following roads or portions of roads, Interstate 70 Traveled Way, SR-258, 120, 119, 135, and 24 between Sevier Junction and the junction of SR-24 and SR-50, (US-50) be replaced with the appropriate signing along aforementioned roadway.
4. Roadway and portions of roadway known as SR-258, SR-119, and SR-135 will become and extension of SR-118 in the following manner.

Route No.	Distance	Description	
		From	to
SR-258	4.60±	Jct. SR-118	Jct. SR-120
SR-119	0.82±	Jct. SR-120	Jct. SR-135
SR-135	8.68±	Jct. SR-119	Jct. SR-24

Total 14.10±

This transaction will create a break along SR-118 from where it junctions with SR-120 and (Main Street), in Richfield, to where it will proceed at the current junction of SR-120 and SR-119, (300 North Street) in Richfield. The Functional Classifications on these roadways will retain their present designations, along with their current Federal-aid System designations.

5. The roadway currently residing as Local Federal-aid Secondary Route 322 will be placed onto the State System of Highways as State Route 170 a distance of 4.20± miles, when Sevier County and Aurora Town convey to the Utah Department

ion, Extension, Deletion and Transfer of Various
le Routes within Sevier County
signation of State Constructed Frontage and Access Roads
o Various Local Entities

of Transportation Right-of-Way Fee Title consisting of no less than 84 foot widths. If curb and gutter are established on both sides of afore-mentioned roadway then Right-of-Way Fee Title can consist of no less than 66 foot widths, where afore-mentioned condition exists. The functional class, as well as the Federal-aid System designation will be retained.

6. A Portion of roadway from a junction with SR-24 to the W.B. on & off ramps of I-70 Sigurd Interchange, built as part of construction plan I-70-1(25)48 (E Line from Engineer Station 70+00 to 93+28), a distance of 0.44+ miles be placed on the State System of Highways as SR-259. The Functional Class will become Major Collector and the roadway will be placed on the Federal-aid System and numbered 617.
7. The following frontage and access roads constructed as part of Interstate construction projects within the boundaries of Sevier County, Joseph Town, Elsinore Town, Richfield City, and Sigurd Town be designated as Roadways pertaining to the jurisdiction of these entities as described.

I-70-1(12)22
Sevier County

<u>Map Location</u> <u>& Eng. Sta. No.</u>	<u>Feet Designated as</u> <u>County Road</u>	<u>Total Feet</u> <u>Existing on</u> <u>B System</u>	<u>Total Feet Add</u> <u>or Delete</u> <u>B System</u>
Map 1 & Map 2			
(10) Access Rd. 10+00 to 28+04	1,804'=.34 mi.		
(11) Joseph Mountain Road 202+53 to 222+75	2,022'=.38 mi.	2,022'=.38 mi.	

RS-0317(2)

(12) Joseph Connection 201+13 to 202+53	140'=.03 mi.	140'=.03 mi.	
---	--------------	--------------	--

Joseph Town

<u>Map Location</u> <u>& Eng. Sta. No.</u>	<u>Feet Designated as</u> <u>Town Street</u>	<u>Total Feet</u> <u>Existing On</u> <u>C System</u>	<u>Total Ft. Add</u> <u>or Deleted</u> <u>C System</u>
---	---	--	--

Map 2			
(1) Cemetery Rd.	283'=.05 mi.	325'=.06 mi.	-42'=.01 mi.
Net loss to Joseph Towns "C" System = 42'=.01 mile.			

on Page 4

in, Extension, Deletion and Transfer of Various
Routes within Sevier County
ignation of State Constructed Frontage and Access Roads
Various Local Entities

I-70-1(21)25

Sevier County

<u>Map Location & Eng. Sta. No.</u>	<u>Feet Designated as County Road</u>	<u>Total Feet Existing on B System</u>	<u>Total Ft. Add or Delete B System</u>
---	---	--	---

Map 3

(14) Elsinore Mountain Road 0+64 to 21+85	2,121' = .40 mi.	1,475' = .28 mi.	646' = .12 mi.
---	------------------	------------------	----------------

Net gain to Sevier Counties "B" System + 646' = .12 mile

Elsinore Town

<u>Map Location & Eng. Sta. No.</u>	<u>Feet Designated as Elsinore Town Road</u>	<u>Total Feet Existing on C System</u>	<u>Total Ft. Add or Delete C System</u>
---	--	--	---

(15) Elsinore Mountain Road 21+85 to 28+35	650' = .12 mi.	650' = .12 mi.	
--	----------------	----------------	--

(17) "Z" Line 0+00 to 5+97	597' = .11 mi.	597' = .11 mi.	
-------------------------------	----------------	----------------	--

"Z" Line although is indicated as future construction on plan, has since been built.

RS-0320(1)

(16) Elsinore Connection 394+64 to 396+00	136' = .03 mi.	136' = .03 mi.	
---	----------------	----------------	--

Net gain to Elsinore Towns "C" System = 597' = .11 mile

I-70-1(22)31

Sevier County

<u>Map Location & Eng. Sta. No.</u>	<u>Feet Designated as County Road</u>	<u>Total Feet Existing on B System</u>	<u>Total Feet Add or Deleted B System</u>
---	---	--	---

Map 4 & Map 5

(17) "P" Line 0+00 to 30+00	2,000' = .38 mi.	1,650' = .31 mi.	+350' = .07 mi.
--------------------------------	------------------	------------------	-----------------

(18) "M" Line 9+00 to 24+00	1,500' = .28 mi.	1,075' = .20 mi.	+425' = .08 mi.
--------------------------------	------------------	------------------	-----------------

5
 nsion, Deletion and Transfer of Various
 within Sevier County
 of State Constructed Frontage and Access Roads
 Local Entities

<u>Location</u> <u>& Eng. Sta. No.</u>	<u>Feet Designated as</u> <u>County Road</u>	<u>Total Feet</u> <u>Existing on</u> <u>B System</u>	<u>Total Feet Add</u> <u>or Deleted</u> <u>B System</u>
Map 4 & Map 5			
(19) Frontage Road 3+24 to 51+92	3,398' = .64 mi.		
(22) "Q" Line 26+56 to 46+00	1,944' = .37 mi.		
(23) "R" Line 10+00 to 20+95	1,095' = .21 mi.	762' = .14 mi.	+333' = .06 mi.
(24) "X" Line 10+00 to 18+50	850' = .16 mi.	235' = .04 mi.	+615' = .12 mi.
(25) "Y" Line 5+19 to 16+14	1,095' = .21 mi.		
Net gain to Sevier Counties "B" System = 1723' = .33 mile			

Richfield City

<u>Map Location</u> <u>& Eng. Sta. No.</u>	<u>Feet Designated as</u> <u>Richfield Street</u>	<u>Total Feet</u> <u>Existing on</u> <u>C System</u>	<u>Total Feet Add</u> <u>or Deleted</u> <u>C System</u>
Map 5			
(20) Frontage Road	970' = .18 mi.	970' = .18 mi.	
(21) "S" Line 51+92 to 56+81BK 46+39AH to 46+96 42+22 to 51+92	546' = .10 mi.		

I-70-1(23)36
Sevier County

<u>Map Location</u> <u>& Eng. Sta. No.</u>	<u>Feet Designated as</u> <u>Sevier County Road</u>	<u>Total Feet</u> <u>Existing on</u> <u>B System</u>	<u>Total Feet Add</u> <u>or Deleted</u> <u>B System</u>
Map 6			
(26) So. Access Road 9+50 to 20+79	1,129 = .21 mi.		
(27) 5th South Connector 0+00 to 7+10	710' = .13 mi.		

e 6
 Extension, Deletion and Transfer of Various
 s within Sevier County
 on of State Constructed Frontage and Access Roads
 us Local Entities

Richfield City

<u>Map Location</u> <u>Eng. Sta. No.</u>	<u>Feet Designated as</u> <u>Richfield City Street</u>	<u>Total Feet</u> <u>Existing on</u> <u>C System</u>	<u>Total Feet Add</u> <u>or Deleted</u> <u>C System</u>
(28) No. Access Road 49+00 to 62+14	1,314' = .25 mi.		
(29) C.C. Road 0+00 to 23+00	2,300' = .44 mi.	2,300' = .44 mi.	

I-70-1(24)40
Sevier County

<u>Map Location</u> <u>& Eng. Sta. No.</u>	<u>Feet Designated as</u> <u>Sevier County Road</u>	<u>Total Feet</u> <u>Existing on</u> <u>B System</u>	<u>Total Feet Add</u> <u>or Deleted</u> <u>B System</u>
Map 7 & Map 8			
(30) Access Rd. 10+00 to 29+65	1,965' = .37 mi.	1,965' = .37 mi.	
(32) Willow Creek Canyon Rd. 0+00 to 9+81	981' = .19 mi.	981' = .19 mi.	
(33) So. Cedar Ridge Road 5+00 to 22+00	1,700' = .32 mi.	1,700' = .32 mi.	
(34) No. Cedar County Road 4+50 to 20+22	1,572' = .30 mi.	1,572' = .30 mi.	

F-069(7)

Map 7

(31) Richfield Connection 237+47 to 241+61	414' = .08 mi.	414' = .08 mi.	
--	----------------	----------------	--

7
Extension, Deletion, and Transfer of Various
within Sevier County
of State Constructed Frontage and Access Roads
to Local Entities

I-70-1(25)48
Sevier County

<u>Map Location</u> <u>& Eng. Sta. No.</u>	<u>Feet Designated as</u> <u>Sevier County Road</u>	<u>Total Feet</u> <u>Existing on</u> <u>B System</u>	<u>Total Feet Add</u> <u>or Deleted</u> <u>B System</u>
Map 8 & Map 9			
(38) "G" Line 0+00 to 26+00	2,600' = .49 mi.	1,750' = .33 mi.	+850' = .16 mi.
(39) "F" Line 5+00 to 53+69	4,869' = .92 mi.	5,050' = .96 mi.	-181' = .03 mi.
(40) "M" Line 18+50 to 31+00	1,250' = .24 mi.	1,250' = .24 mi.	

Net gain in Sevier County "B" System = 669' = .13 mile

Sigurd Town

<u>Map Location</u> <u>& Eng. Sta. No.</u>	<u>Feet Designated as</u> <u>Sigurd Town Street</u>	<u>Total Feet</u> <u>Existing on</u> <u>C System</u>	<u>Total Feet Add</u> <u>or Deleted</u> <u>C System</u>
(37) "E" Line 93+28 to 103+00	972' = .18 mi.	972' = .18 mi.	

8. By this action Sevier County "B" System will show a net increase of 0.58± mile.
9. By this action Joseph Town "C" System will show a net loss of 0.01± mile.
10. The aforementioned changes, additions, and deletions will be activated individually upon approval from the Transportation Commission, Federal Highway Administration, where applicable and transfer of Right-of-Way Fee Title as it pertains to item five.
11. The accompanying copies of letters from Sevier County, Town of Joseph, Elsinore Town, Sigurd Town, Memorandums and maps be made part of this resolution.

on Page 8
on, Extension, Deletion and Transfer of Various
Routes within Sevier County
ignation of State Constructed Frontage and Access Roads
Various Local Entities

Dated on this 14th day of February 1992

UTAH TRANSPORTATION COMMISSION

Samuel G. Deffen
Chairman

Wayne L. Whitten
Vice-Chairman

Paul G. Webster
Commissioner

James H. Lukin
Commissioner

[Signature]
Commissioner

Attest:

[Signature]
Secretary

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: August 29, 1990

TO : Glen Nielsen
Transportation Planner

FROM : Clinton D. Topham, P.E.
Director of Planning *Clint*

SUBJECT: Resolution on System Designations in Sevier County

UDOT staff members, along with Commissioner Larkin, met with local officials from Sevier County on August 21, 1990, concerning highway designations. As you know, the completion of I-70 and the evaluations from the Utah Highway Systems Study have impacted the system in that county and discussions have continued concerning our earlier resolution.

At our meeting, Commissioner Ashman proposed that the county accept responsibility for the old alignment of US-89 from Sevier Junction to Elsinor, but requested we keep the Elsinor Connection to I-15, through town and out to SR-118. He also proposed a UDOT takeover of the "Aurora Shortcut", a county road that most local people use to access Northern Utah via US-50 and I-15. In addition, he requested that we take over the county road connecting SR-24 and old US-89 through Sigurd.

In Director's Staff Meeting on August 28, 1990, our staff discussed the proposals and have decided to direct you to re-write your earlier resolution to reflect the decisions we reached at that meeting.

1. Transfer the portion of old US-89 between Sevier Junction & Elsinor to the appropriate local agency i.e. Sevier County, Joseph or Elsinor.
2. Designate the connection from I-70 through Elsinor to SR-118 as a state highway and number it as appropriate.
3. Indicate that it is the intent of the Transportation Commission to designate the county road from the existing SR-24 near Aurora, through Aurora and on to SR-50 as a state highway. This transfer will be conditional on Sevier County and Aurora, providing a minimum of an 80' right-of-way, in fee, to facilitate needed widening. This highway would maintain the same Functional Classification, Federal-aid status, and state route designation as the current SR-24.

Glen Nielsen
August 30, 1990
Page Two

4. Transfer the existing portion of SR-24 between Aurora and Salina to the appropriate local agency concurrent with UDOT taking the county road on the state system.
5. Be silent on the Sigurd road as it is not our intent to recommend its inclusion on the state system.
6. Include the designation of any other frontage or access roads as county highways as may have been included in your original resolution.

Please notify Sevier County and other local cities of our proposed actions and have this ready for our Commission Scheduling Meeting on September 14, 1990, if possible.

CDT:ra

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: Jan. 23, 1990

TO : John Quick, P.E. *Mark Musuris*
Statewide Planning Engineer

FROM : Sterling C. Davis, P.E. *Sterling C. Davis*
District Three Director

SUBJECT: Transfer of State Highways
Parallel Routes to Newly Opened I-70

By letters dated November 21, 1989, I notified Sevier County, Joseph Town, Elsinore Town and Sigurd Town of our proposal to take old US-89 from Sevier Junction to Elsinore and SR-135 from northeast Richfield to Sigurd off the State Highway System. Also included were the proposed changes to SR-118 and SR-258. I asked each of these local government units to either concur with the proposed actions or to express other feelings, as appropriate. Based on my letters, I only got a response back from Elsinore Town.

On December 29, 1989, I wrote again to Sevier County, Joseph Town and Sigurd Town and gave them a deadline date of January 19, 1990 to give me their comments. Otherwise, I told them, I would assume they had no comments to make.

I am attaching herewith copies of the responses from Sevier County and from the three towns indicated above. As I expected, all four agencies are opposed to the proposed transfers.

I know we should have had agreements prior to construction of I-70 that indicated that the old state highways parallel to I-70 would automatically become the responsibility of the affected local agency. However, since that wasn't done, I would hope that we can now go ahead with these transfers. It would probably set better with the local agencies if they were informed of the transfers and also given a future date that the transfers would be effective. I believe that all of the agencies somewhat expected the transfers to happen and I think they were a little amused that we were asking for their opinion or concurrence in these proposed actions. I worry a little now that maybe we've left them with the impression that we may not transfer the roads because they are all against the proposals.

Please let me know if I can provide any more input or help on this matter. Thank you for all you've done.

Attachments

cc: Mark Musuris
Pete Monson

Sevier County

County Courthouse
250 North Main
P.O. Box 517
Richfield, Utah 84701

STEVEN C. WALL, Clerk-Auditor
PAM HENDRICKSON, Assessor
LEDA JENSEN, Treasurer
DORTHY V. HENRIE, Recorder
RULON DON BROWN, Attorney

January 4, 1990

Sterling C. Davis, P.E.
District Director
Utah Department of Transportation
708 South 100 West
Richfield, Utah 84701

Dear Mr. Davis:

Since receipt of your letter and attachments of November 21, 1989, the County has considered at great length the issues relating to the proposed transfer of maintenance responsibility for portions of what has in the past been known as Highway 89 to Sevier County and Joseph and Elsinore Towns.

The Commission is extremely concerned about your proposal and a number of factors, we believe, mandate that jurisdiction remain with the State of Utah.

(1) It is our impression, from information provided by users of the highway, that a significant percentage, if not the majority of vehicular travel originating or terminating in Joseph and Elsinore continues to utilize the highway for access to Richfield, and the road between Richfield and Sigurd is even more heavily traveled.

(2) Sevier County does not have adequate resources to meet present maintenance responsibilities and Joseph and Elsinore have absolutely no capability for maintenance of such a roadway.

(3) Allocating maintenance responsibility among three local entities for fragmented pieces of a roadway of significant and consistent usage will severely impair the integrity of the road and constitute a significant detriment to the traveling public.

(4) The highway continues to be associated with access to the National Parks and will be utilized by tourists and other visitors for many years in the future.

(5) Sevier County is of the opinion that the construction of I-70 does not constitute a re-alignment of Highway 89 and it is not appropriate to treat the issue in such a manner.

The issues have been discussed by County representatives and officials from Joseph and Elsinore Towns and all are of the opinion that the State of Utah should continue to maintain the road.

Sevier County

County Courthouse
250 North Main
P.O. Box 517
Richfield, Utah 84701

STEVEN C. WALL, Clerk-Auditor
PAM HENDRICKSON, Assessor
LEDA JENSEN, Treasurer
DORTHY V. HENRIE, Recorder
RULON DON BROWN, Attorney

January 4, 1990

Sterling C. Davis, P.E.
District Director
Utah Department of Transportation
708 South 100 West
Richfield, Utah 84701

Dear Mr. Davis:

Since receipt of your letter and attachments of November 21, 1989, the County has considered at great length the issues relating to the proposed transfer of maintenance responsibility for portions of what has in the past been known as Highway 89 to Sevier County and Joseph and Elsinore Towns.

The Commission is extremely concerned about your proposal and a number of factors, we believe, mandate that jurisdiction remain with the State of Utah.

(1) It is our impression, from information provided by users of the highway, that a significant percentage, if not the majority of vehicular travel originating or terminating in Joseph and Elsinore continues to utilize the highway for access to Richfield, and the road between Richfield and Sigurd is even more heavily traveled.

(2) Sevier County does not have adequate resources to meet present maintenance responsibilities and Joseph and Elsinore have absolutely no capability for maintenance of such a roadway.

(3) Allocating maintenance responsibility among three local entities for fragmented pieces of a roadway of significant and consistent usage will severely impair the integrity of the road and constitute a significant detriment to the traveling public.

(4) The highway continues to be associated with access to the National Parks and will be utilized by tourists and other visitors for many years in the future.

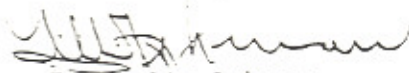
(5) Sevier County is of the opinion that the construction of I-70 does not constitute a re-alignment of Highway 89 and it is not appropriate to treat the issue in such a manner.

The issues have been discussed by County representatives and officials from Joseph and Elsinore Towns and all are of the opinion that the State of Utah should continue to maintain the road.

We believe that a study of the traffic utilizing the freeway for access to Joseph and Elsinore as compared with the usage of Highway 89 would reveal that the highway continues to be utilized with such frequency that UDOT maintenance is essential.

Thank you for the opportunity to comment on the proposal.

Sincerely,



T. Merlin Ashman
Sevier County Commission Chairman

TMA:aes

cc: Cary Peterson
Joe Moody
Tom Christensen
Joseph Town
Elsinore Town
Richfield Chamber of Commerce

Town of Joseph

Joseph, Utah 84739

Sterling C. Davis
District Three Director
January 02, 1990

Dear Sterling C. Davis:

In answer to your letter of November 21, 1989. The proposal to accept old U.S. 89 through the Town of Joseph is not acceptable to the Town Board. Therefore, we are returning you application unsigned.

Sincerely,

Earl S. Utley
EARL S. UTLEY, MAYOR



ELSINORE TOWN CORPORATION

ELSINORE, UTAH 84724

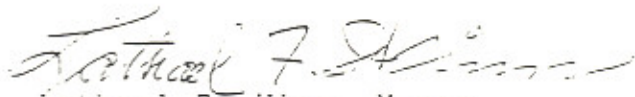
December 12, 1989

Sterling C. Davis, P.E.
District Three Director
Utah Department of Transportation
708 South 100 West
Richfield, UT 84701

Dear Mr. Davis:

Your proposal for transferring part of HWY 89 to Elsinore Town has been reviewed by the Town Board. This is to advise you that we do not accept your proposal.

Sincerely,



Lathael F. Winn, Mayor
Elsinore Town Corporation

Extension

JS-89)

Jurisdictional Transfer

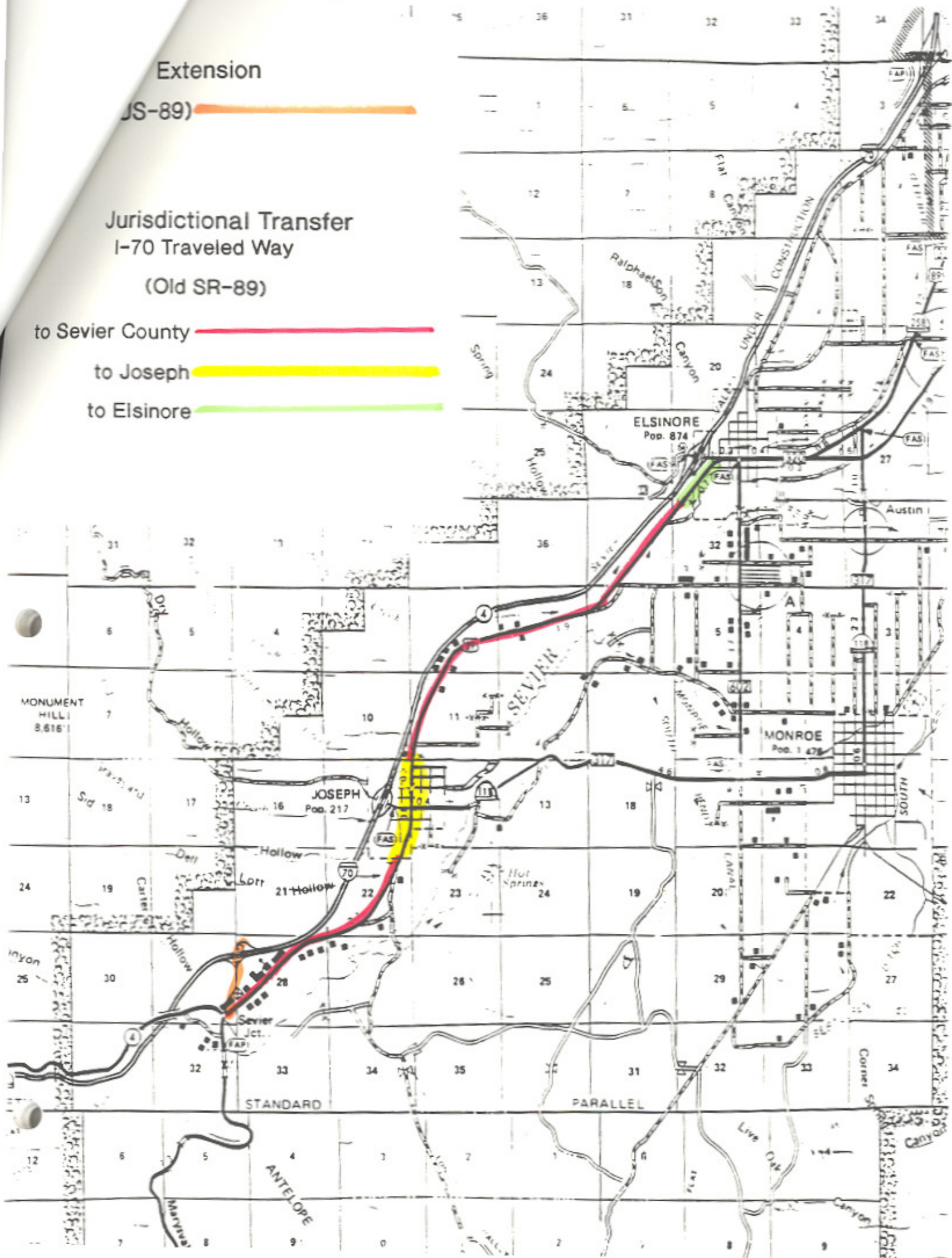
I-70 Traveled Way

(Old SR-89)

to Sevier County

to Joseph

to Elsinore

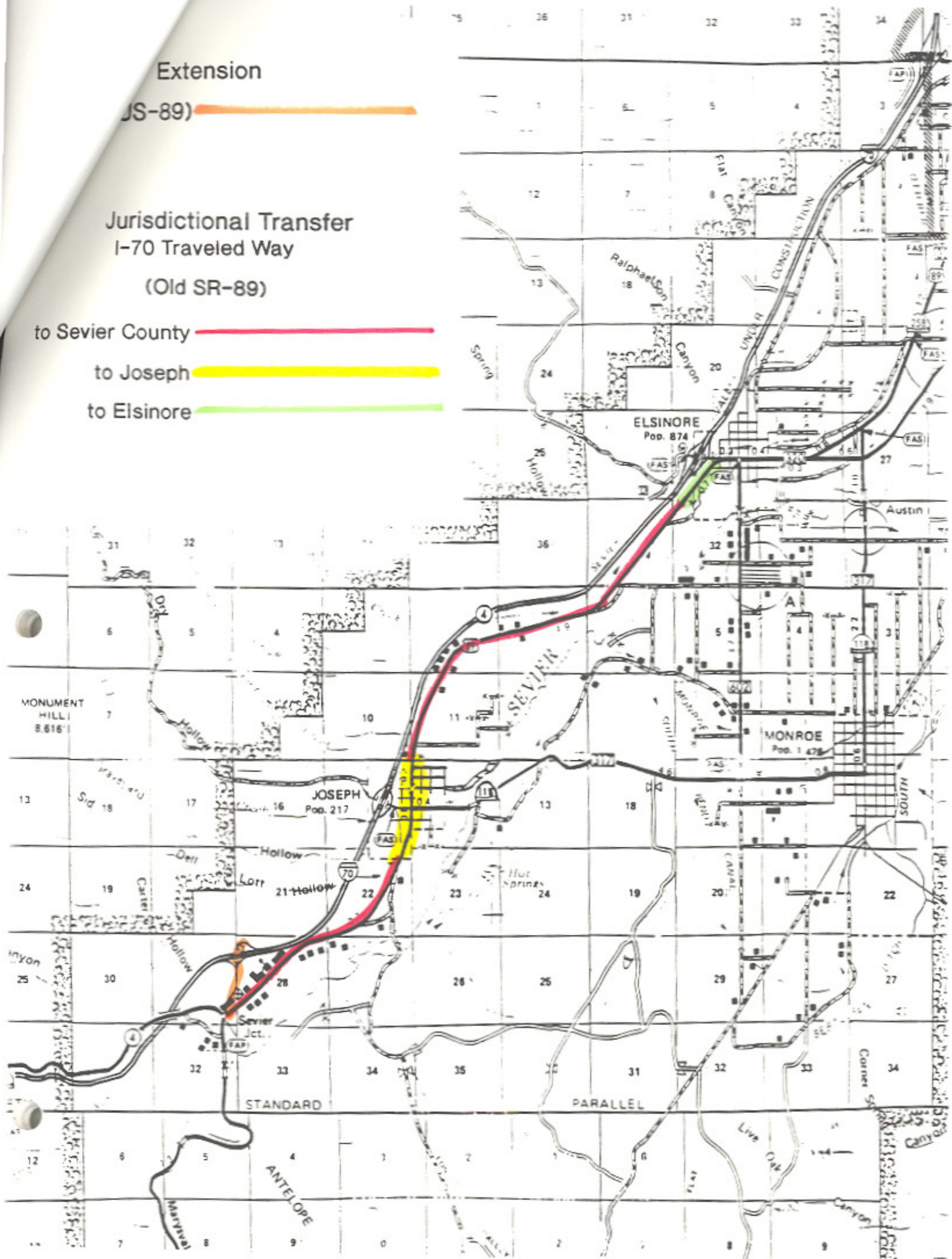


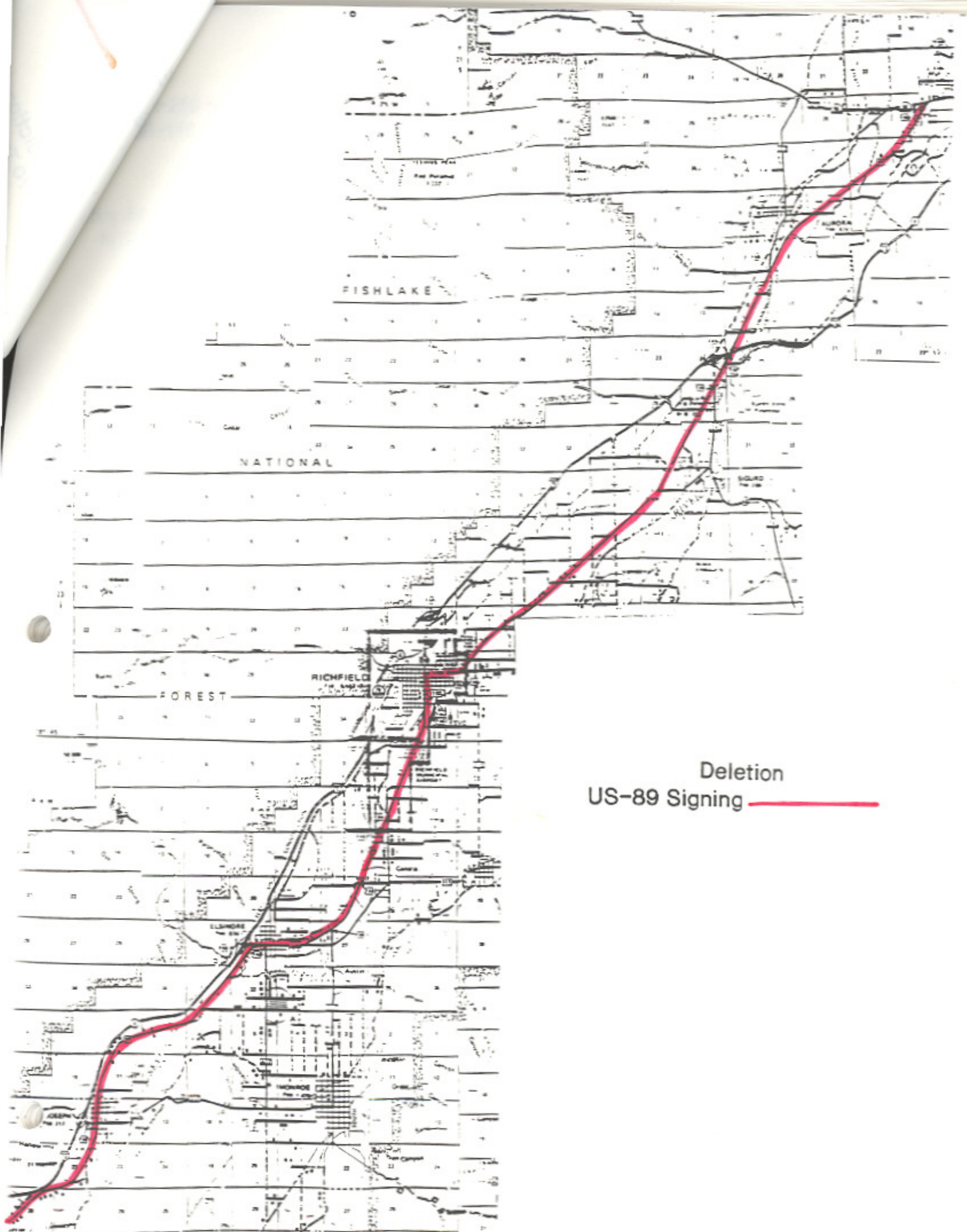
JS-89)

to Sevier County

to Joseph

to Elsinore



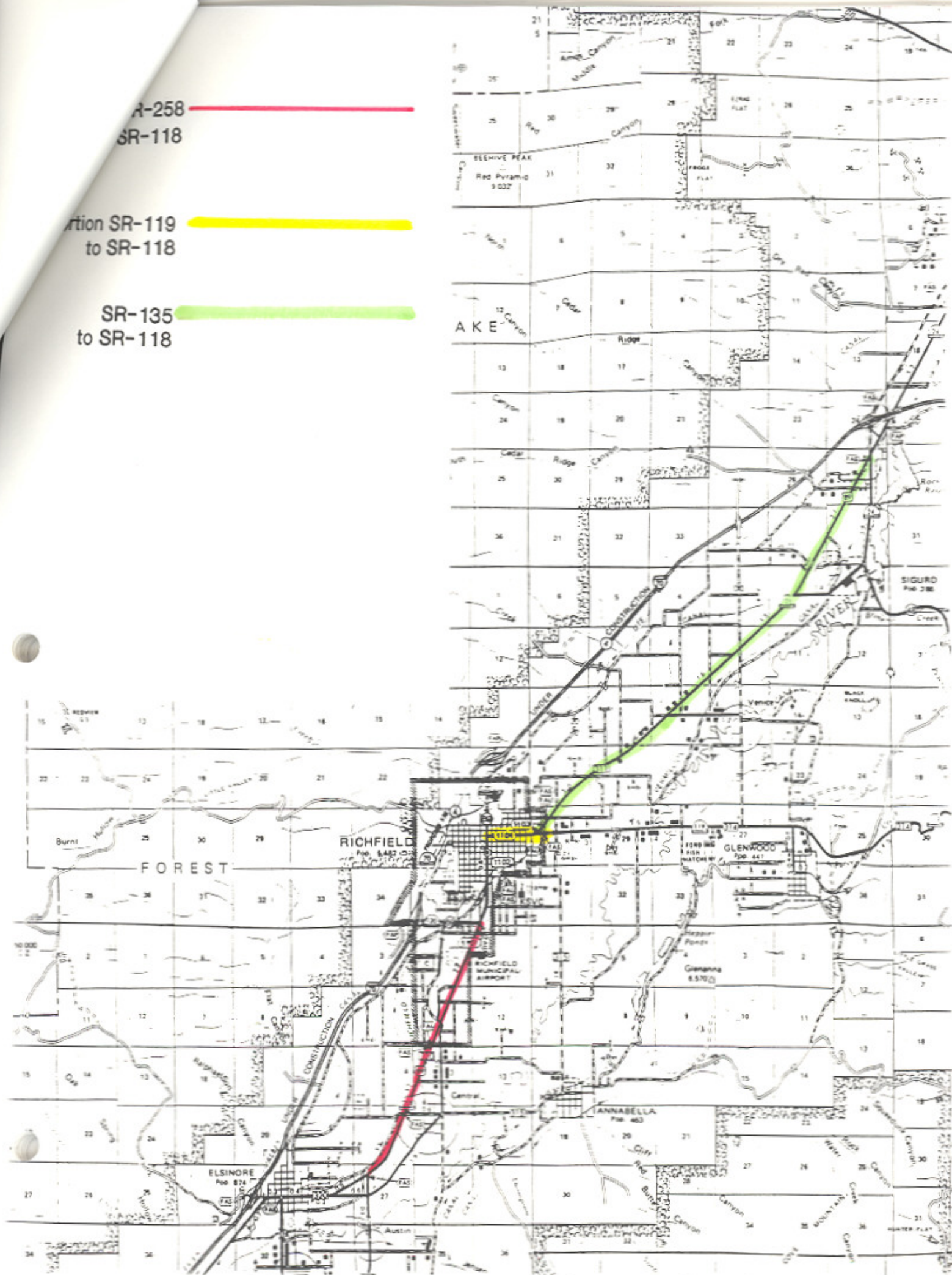


Deletion
US-89 Signing —————

R-258
SR-118

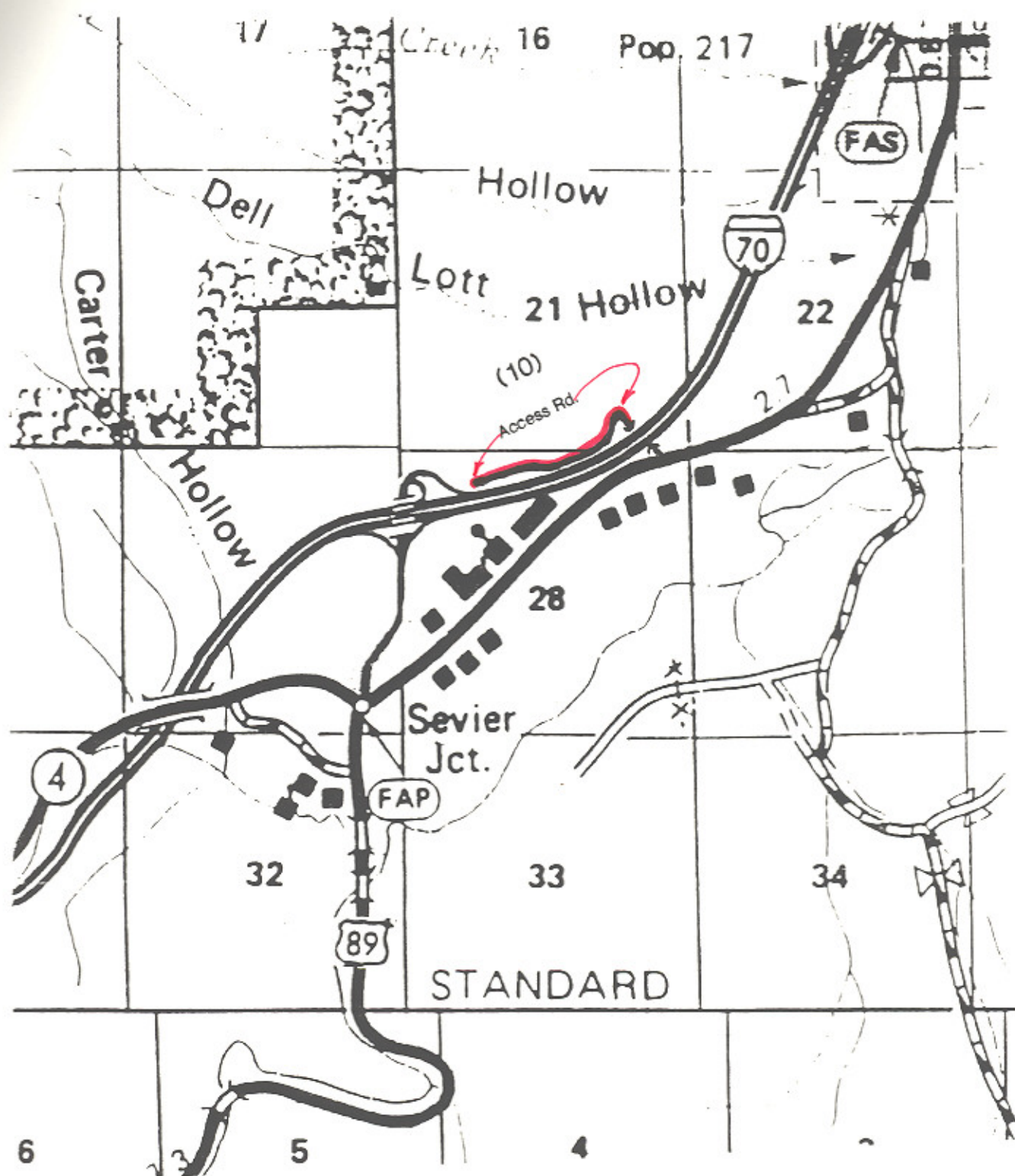
ation SR-119
to SR-118

SR-135
to SR-118



Addition
SR-170

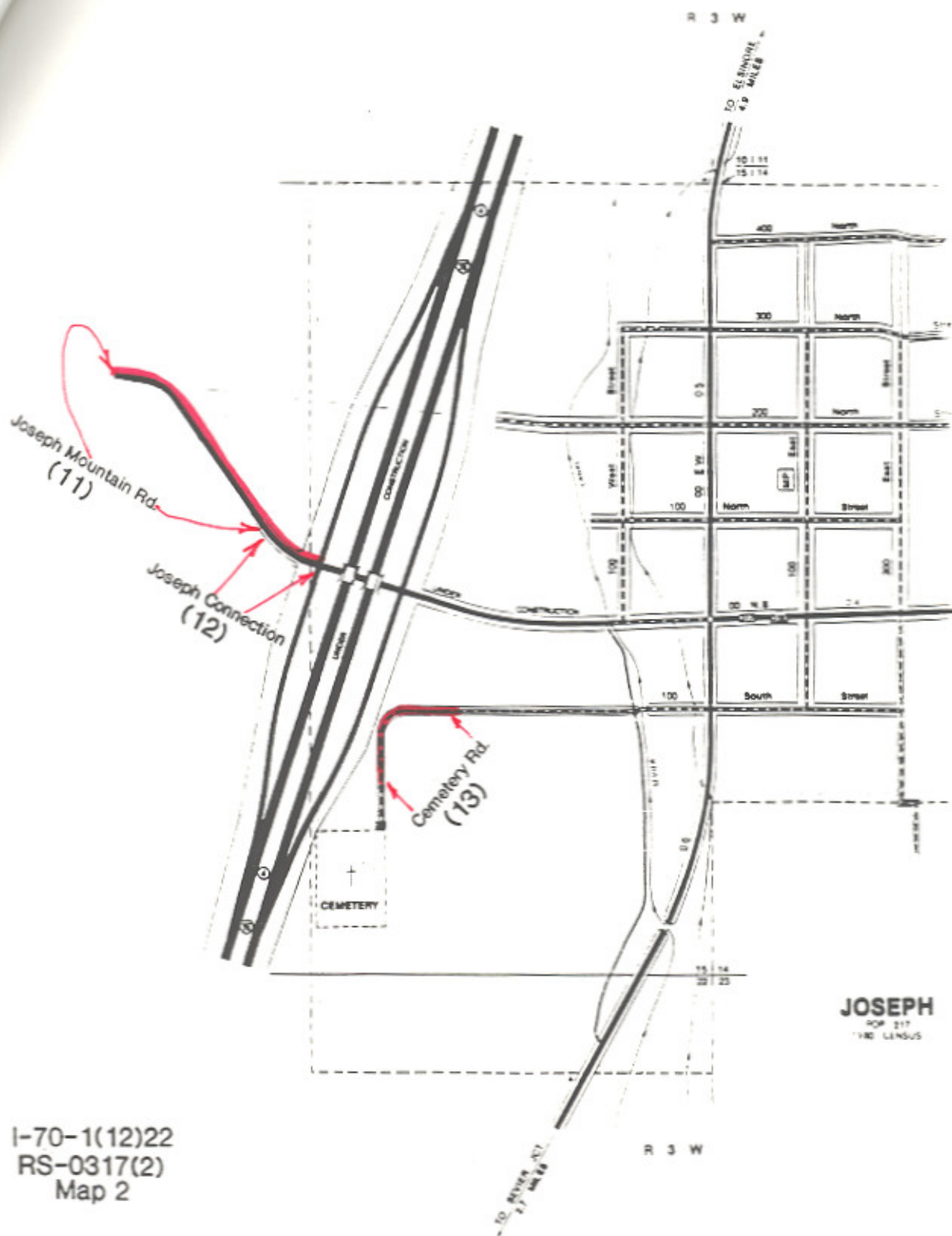


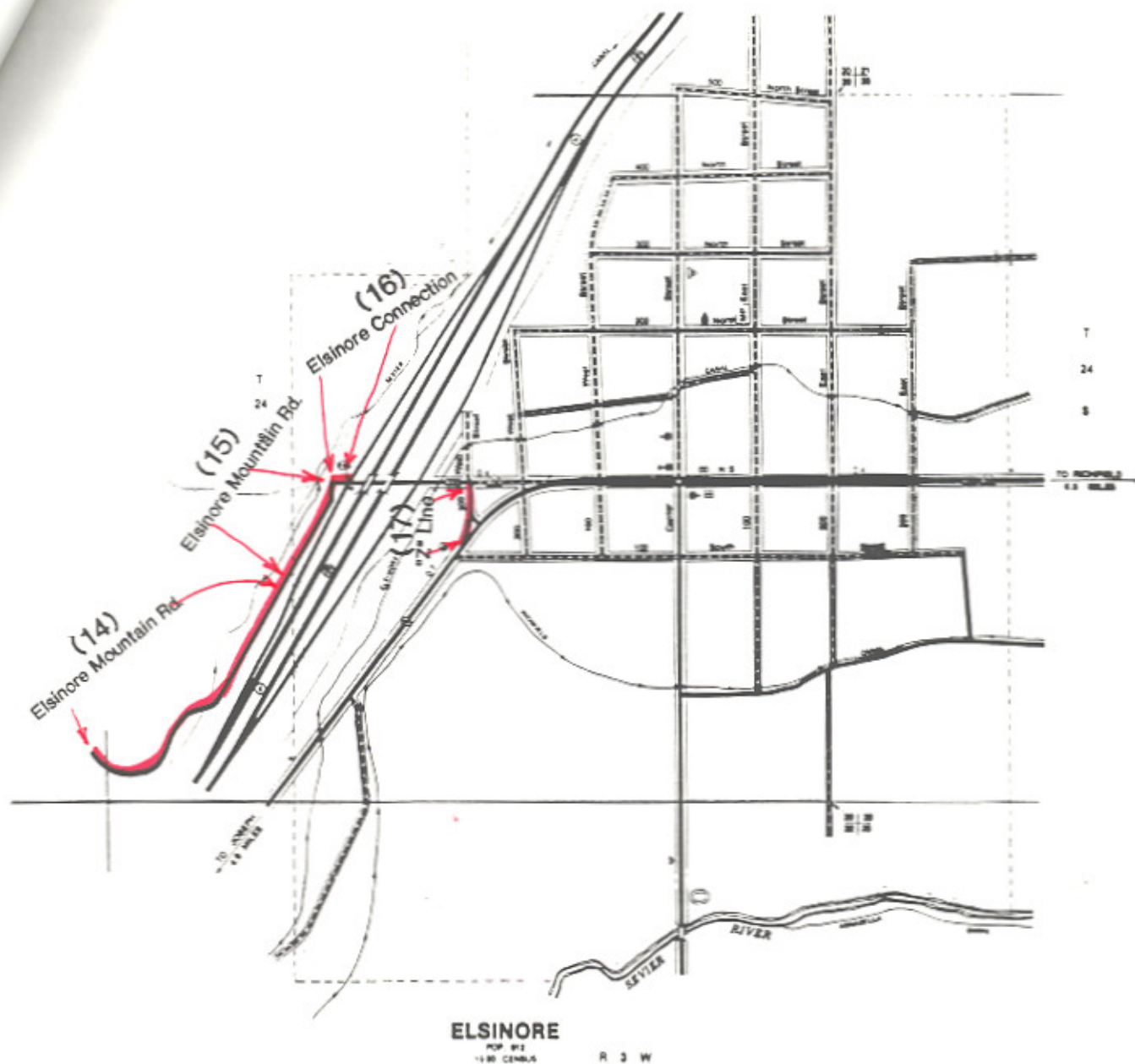


I-70-1(12)22

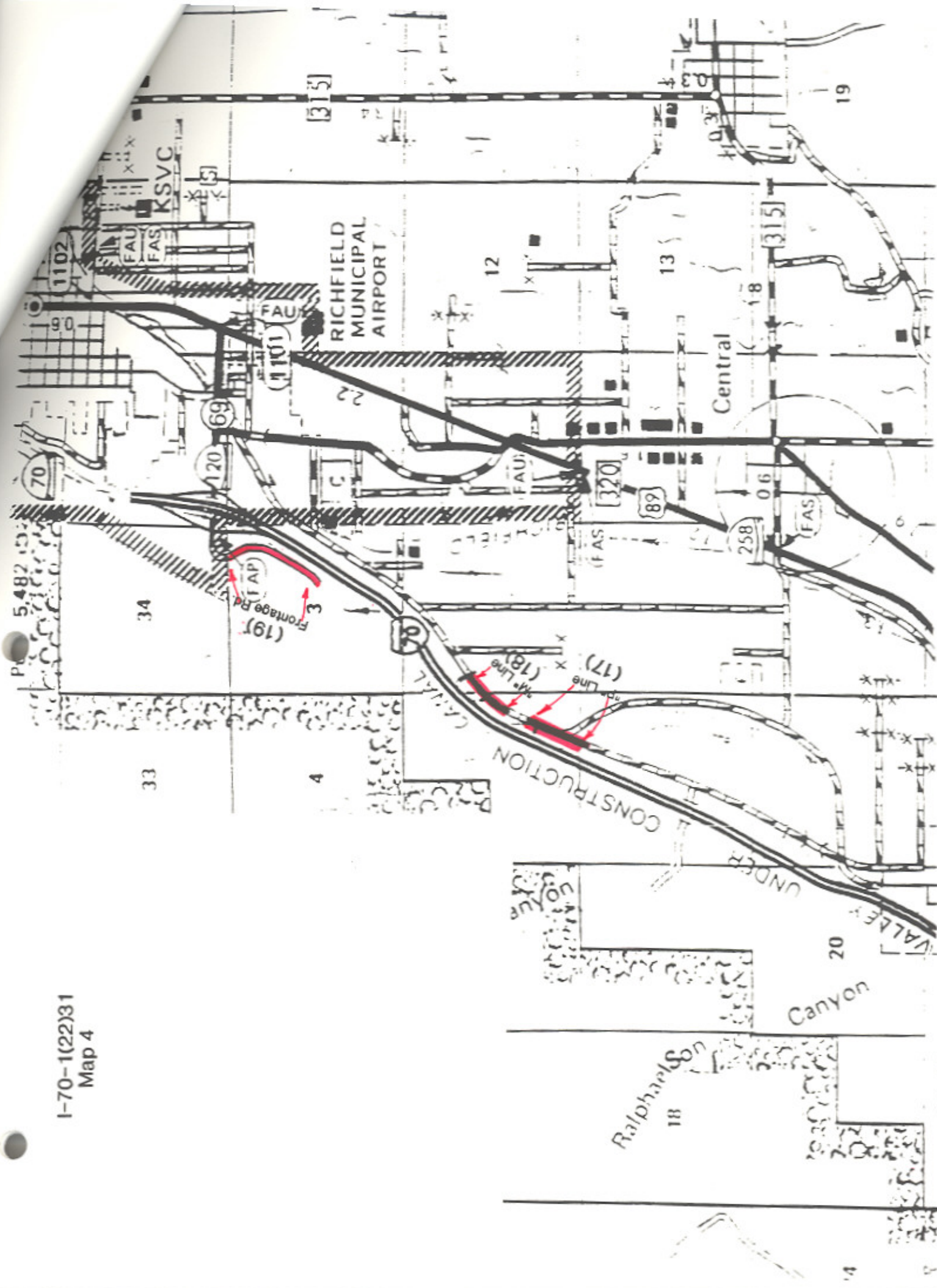
Map 1

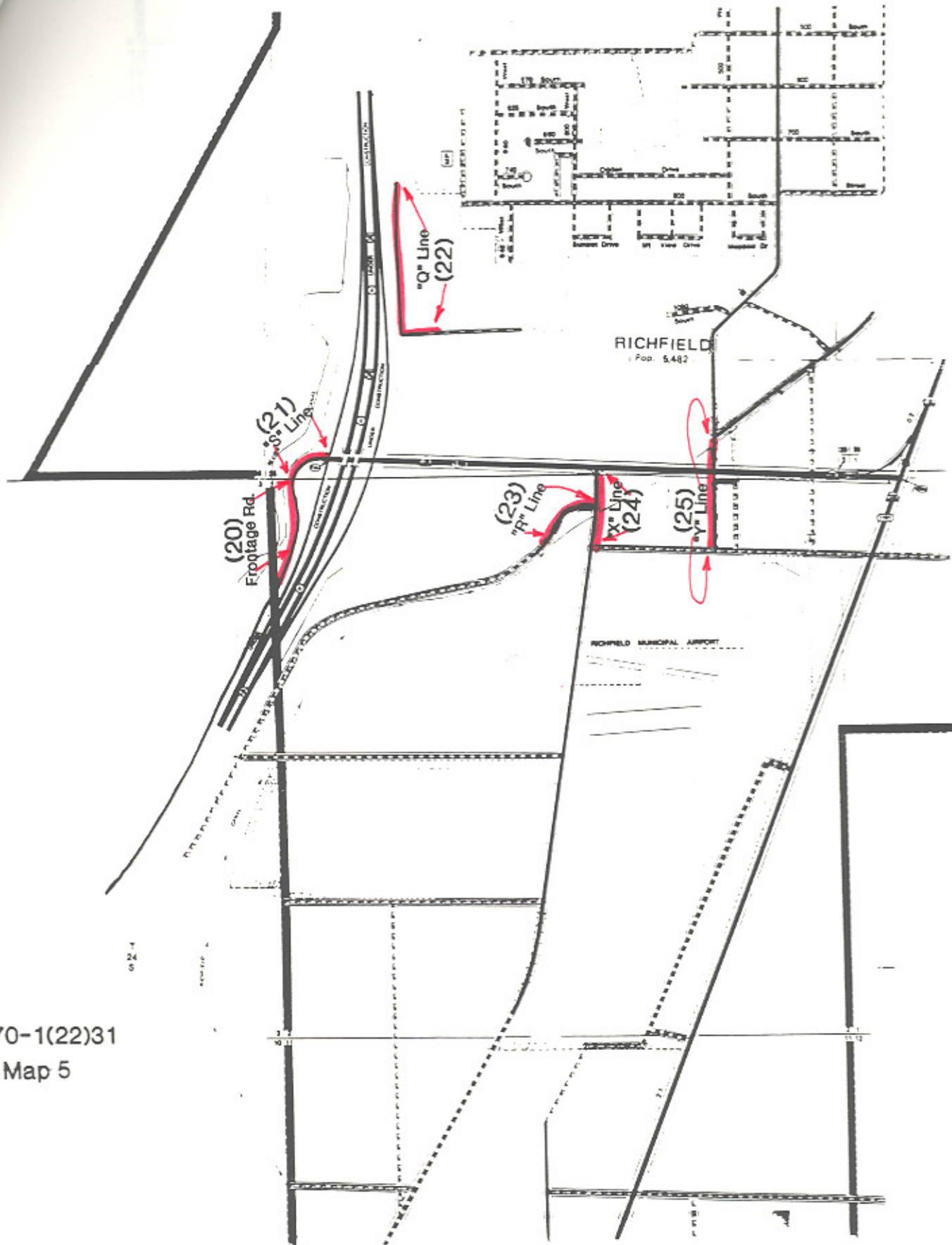
I-70-1(12)22
RS-0317(2)
Map 2



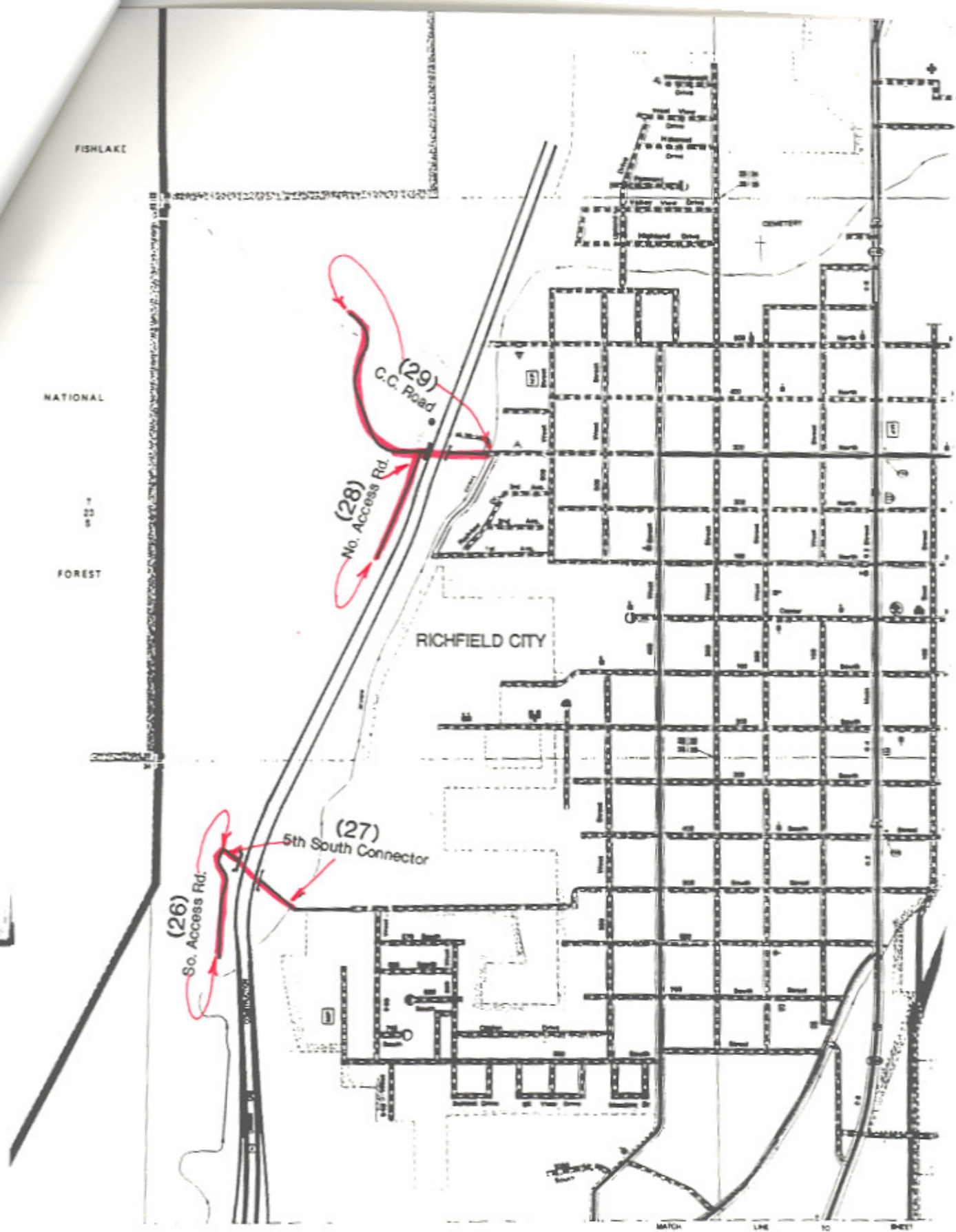


I-70-1(21)25
RS-0320(1)
Map 3



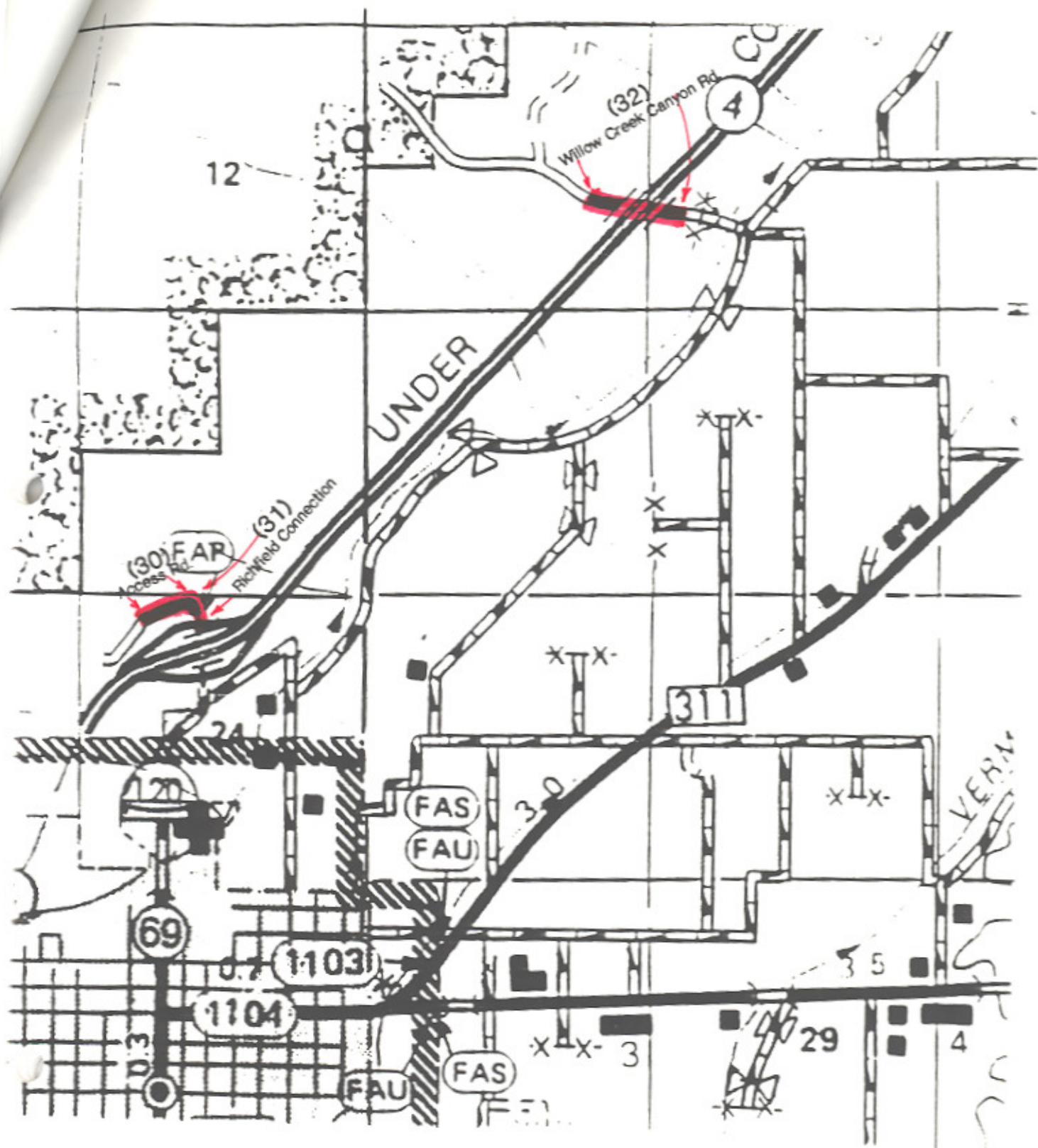


I-70-1(22)31
Map 5



I-70-1(23)36
Map 6

I-70-1(21)40
F-069(7)
Map 7

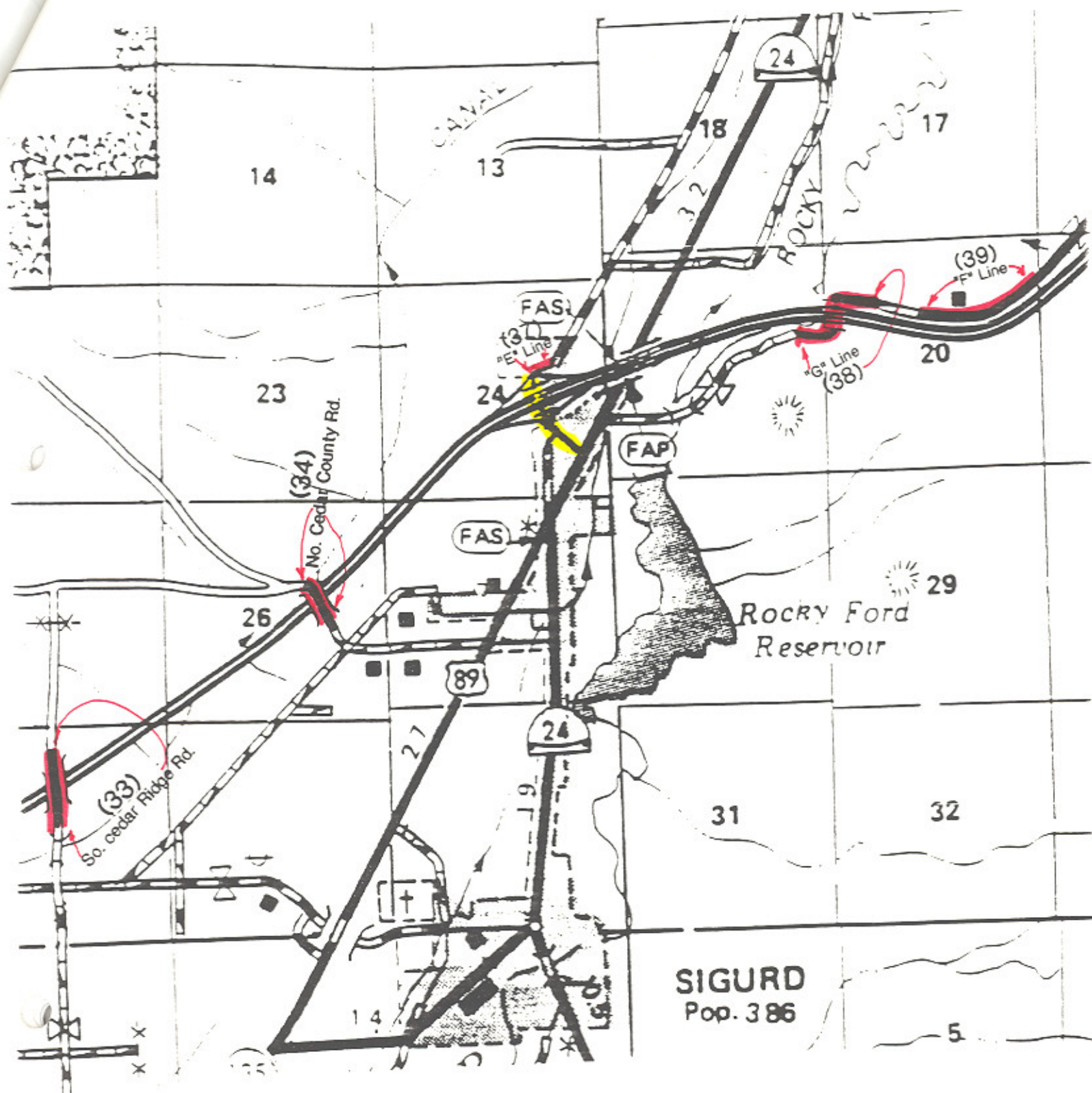


I-70-1(24)40

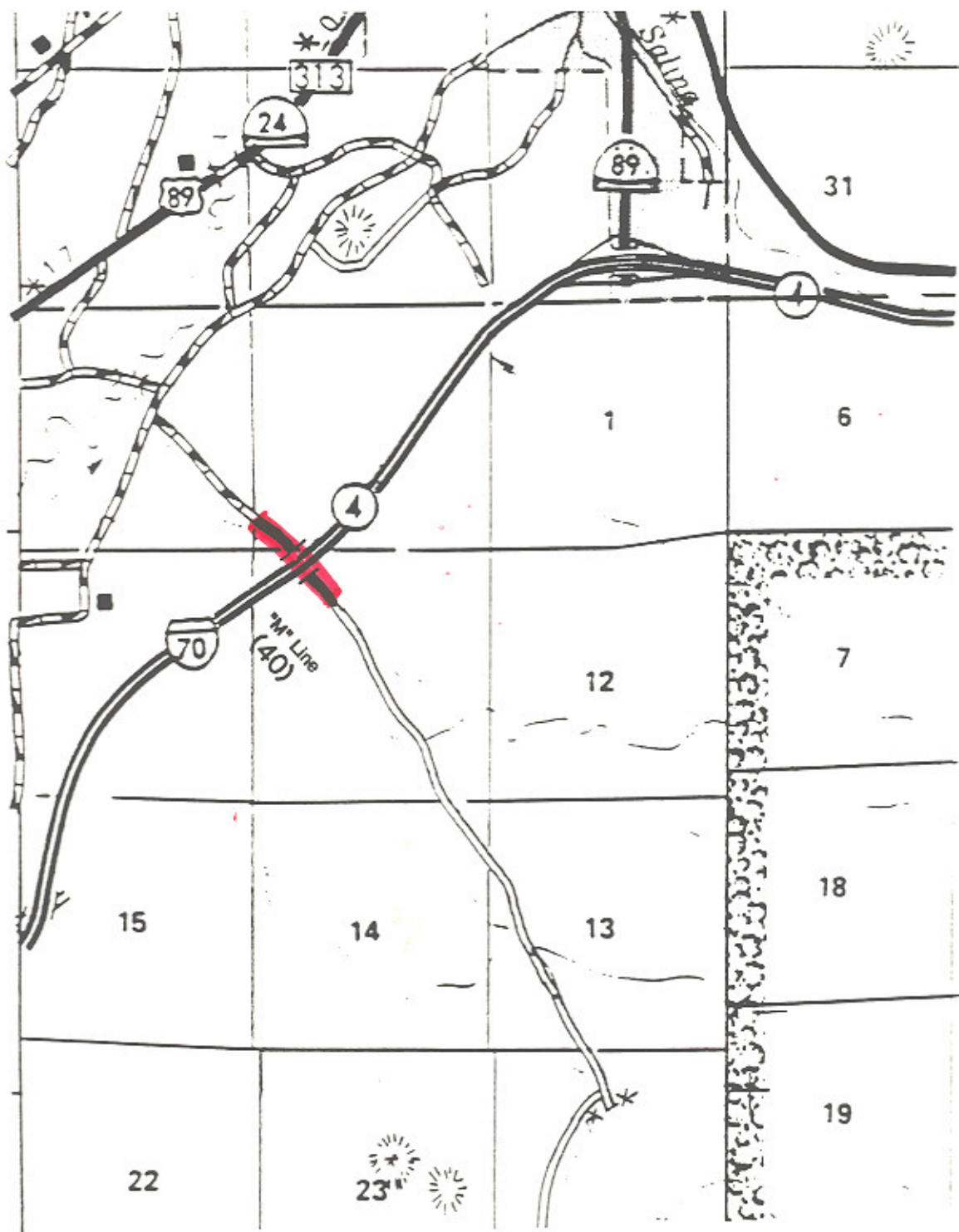
I-70-1(25)48

Map 8

Addition of SR-259 FAS-617



-Map-9



UTAH DEPARTMENT OF TRANSPORTATION		DATE 7/11/94
TO: Doug Anderson / Glenn Nielsen		CODE NO.
FROM: DAVID K. MILES		CODE NO.
ACTION		
<input type="checkbox"/> NOTE AND FILE	<input type="checkbox"/> PER OUR CONVERSATION	
<input type="checkbox"/> NOTE AND RETURN TO ME	<input type="checkbox"/> PER YOUR REQUEST	
<input type="checkbox"/> RETURN WITH MORE DETAILS	<input type="checkbox"/> FOR YOUR APPROVAL	
<input type="checkbox"/> NOTE AND SEE ME ABOUT THIS	<input type="checkbox"/> FOR YOUR INFORMATION	
<input type="checkbox"/> PLEASE ANSWER	<input type="checkbox"/> FOR YOUR COMMENTS	
<input type="checkbox"/> PREPARE REPLY FOR MY SIGNATURE	<input type="checkbox"/> SIGNATURE	
<input type="checkbox"/> TAKE APPROPRIATE ACTION	<input checked="" type="checkbox"/> INVESTIGATE AND REPORT	
COMMENTS		
Please advise me what Commission Action has been previously taken & provide copy of Resolution		

Transportation Commission
 Samuel J. Taylor
 Chairman
 Wayne S. Winters
 Vice Chairman
 Todd G. Weston
 James G. Larkin
 Ted D. Lewis
 Shirley J. Iverson
 Secretary

mission agreed to accept the
 gh Aurora to US-50 near
 his acceptance was contingent
 18 feet of additional right of
 widening without further

Sevier County officials have been dutifully involved for several years in obtaining the additional property for highway right of way by donation, with only one exception.

The attached agreement, forwarded by District Director Sterling Davis, is one of the final grants of right of way, but requires the agreement to be executed since a realignment will be necessary at this location at such time as this section of highway is reconstructed.

Please ensure that the agreement is adequate for right of way purposes and is recordable, then arrange for recording in the Sevier County Courthouse.

Upon receipt of your notice that the agreement has been recorded in the Office of the Sevier County Recorder, we will place this matter as an agenda item of the Transportation Commission for their further consideration.

HHR/jb1

Attachment

cc: Dan F. Nelson, Southern Region Director
 Sterling C. Davis, District Three Director
 Clint Topham, Director of Planning

APR 14 1994



Michael O. Leavitt
Governor
W. Craig Zwick
Executive Director

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801) 965-4000
FAX: (801) 965-4338

Transportation Commission

Samuel J. Taylor
Chairman
Wayne S. Winters
Vice Chairman
Todd G. Weston
James G. Larkin
Ted D. Lewis
Shirley J. Iverson
Secretary

April 14, 1994

MEMORANDUM

TO: L. Robert Fox, Chief
Right of Way Division

FROM: H.H. Richardson, P.E.
Assistant Director *HR*

SUBJECT: Aurora Main Street

Some time ago, the Utah Transportation Commission agreed to accept the city/county highway, connecting from SR-24 through Aurora to US-50 near Denmark Wash, on to the State Highway System. This acceptance was contingent upon the city and county providing a minimum of 18 feet of additional right of way to assure the capability of a future highway widening without further right of way acquisition.

Sevier County officials have been dutifully involved for several years in obtaining the additional property for highway right of way by donation, with only one exception.

The attached agreement, forwarded by District Director Sterling Davis, is one of the final grants of right of way, but requires the agreement to be executed since a realignment will be necessary at this location at such time as this section of highway is reconstructed.

Please ensure that the agreement is adequate for right of way purposes and is recordable, then arrange for recording in the Sevier County Courthouse.

Upon receipt of your notice that the agreement has been recorded in the Office of the Sevier County Recorder, we will place this matter as an agenda item of the Transportation Commission for their further consideration.

HHR/jb1

Attachment

cc: Dan F. Nelson, Southern Region Director
Sterling C. Davis, District Three Director
Clint Topham, Director of Planning

APR 14 1994

RECEIVED

Memorandum

'94 APR -6 A8:43

UTAH STATE
DEPT. OF TRANSPORTATION
CENTRAL RECORDS

DATE: April 4, 1994

TO : H.H. Richardson, P.E.
Assistant Director

FROM : Sterling C. Davis, P.E. *Sterling C. Davis*
District Three Director

SUBJECT: Aurora Main Street

Please refer to your February 9, 1994 Memorandum with the same subject as shown above. With the help of Dan Brown, Sevier County Attorney, an agreement was prepared to take care of our concerns over the last property owner north of Aurora. A copy of that agreement is attached herewith.

I would hope that this agreement clears all property owners along this route and satisfies the intent expressed by our Transportation Commission.

My trip to Aurora to get the signed agreement from Mr. Johnson has reminded me of the condition of Aurora Main Street. Over the past several months, a contractor has been installing a sewer system throughout Aurora. A major portion of Main Street has been dug up and filled back in, but has not yet been repaved. I question whether we should take the road onto the State Highway System until the contractor has completed his work. Maybe approval can be given subject to the Sewer Contractor's work being satisfactorily completed.

Attachment:

cc: Dan F. Nelson, Southern Region Director
Robert Fox, Chief, Right of Way Division
James Nelson, Utilities Engineer
Gene Mendenhall, Sevier County Commissioner
Lawrence Mason, Aurora Mayor

AGREEMENT

WHEREAS, Mark Ken Johnson and Tamra C. Johnson (hereinafter referred to as "Johnsons") are the owners of a parcel of land in Sevier County which borders the highway to the North of Aurora City; and

WHEREAS, the Utah State Department of Transportation (hereinafter referred to as UDOT) is intending to improve and relocate such highway where it passes through the Johnsons' property; and

WHEREAS, the relocation was intended to include an additional eighteen feet in width along the western side of the existing roadway onto the Johnsons' property; and

WHEREAS, Johnsons and UDOT had previously discussed a grant to Sevier County of such additional 18 feet of property along the western boundary of the existing road which would amount to 1.091 acres; and

WHEREAS, both UDOT and Johnsons believe that expansion and relocation would best serve the public and Johnsons by re-alignment so that the roadway will follow a more easterly trajectory through the Johnson property and thereby necessitate an exchange of property with a portion of the existing roadway reverting to Johnsons and Johnsons deeding property for the new roadway to Sevier County; and

- WHEREAS, Johnsons agree that the improvement of the roadway will benefit Johnsons in addition to the traveling public;

NOW THEREFORE, Johnsons agree that they will, when the new alignment is determined, grant to Sevier County a parcel of property that will, after deduction of property which will revert to Johnsons through abandonment of the current roadway, result in a maximum net transfer of 1.091 additional acres to Sevier County, for purposes of re-alignment, such Johnson

Page 2--Agreement
Mark Ken Johnson and Tamra C. Johnson
Utah State Department of Transportation

property being located in the Southeast Quarter of the Southwest Quarter of
Section 29 and the Northeast Quarter of the Northwest Quarter of Section 32,
Township 21 South, Range 1 West, Salt Lake Base and Meridian.

DATED this 31 day of March, 1994.


MARK KEN JOHNSON


TAMRA C. JOHNSON